

BOARD

OF

RAILWAY COMMISSIONERS

OF

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REPORT OF SAMUEL KEEFER, ESQ.,

INSPECTOR OF RAILWAYS,

For the Years 1859 and 1860.

PRINTED BY ORDER OF THE BOARD.



TORONTO:

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1861.

BOARD OF RAILWAY COMMISSIONERS

OF THE

PROVINCE OF CANADA,

FOR 1860.

The Hon. A. T. GALT, *Minister of Finance, Chairman.*

" JOSEPH CAUCHON, *Commissioner of Public Works.*

" SIDNEY SMITH, *Postmaster General.*

" GEORGE SHEERWOOD, *Receiver General.*

J. G. VANSITTART, Esq., *Secretary.*

HON. H. H. KILLALY, *Inspector of Railways.*

SAMUEL KEEFER, Esq., " "

A. DEGRASSI, Assistant " "

I. R.
II. R.
III. B.
IV. A.
V. A.
VI. G.
VII. F.
VIII. L.

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QUEBEC, 16th September, 1861.

SIR,—

In compliance with the Resolution of the Board, communicated to me by the Secretary, on the 8th February last, I have prepared a Report on the Railways of Canada, for the past two years, (1859 and 1860,) which I have now the honor to submit for your consideration.

The delay which has occurred in its production, was occasioned chiefly by the time occupied in collecting from the Companies the necessary fiscal and statistical information, which it was attempted this year (for the first time) to elicit. The call being new, and the Companies unprepared to furnish such details, many of these returns had to be sent back for correction and explanation, —some are still imperfect, and others altogether wanting. After the Secretary had collected this information, as far as he could, my public duties in another Department, prevented me from giving my undivided attention to the subject.

Now, however, that a commencement has been made, it is to be hoped that the same difficulties and delays will not be experienced in the preparation of future Reports.

The information embodied in this Report will be found of public interest. It shews the progress made in these two years in the substitution of permanent for temporary works on the old lines; the number of miles of new road constructed, inspected, and opened in each of these two years. It contains the Official Reports of the Accidents which have occurred, made in conformity to the requirements of the Act 20 Vic., Cap. 12. These are tabulated, arranged and classified under their different causes, and such general observations and suggestions added, as the Inspector considered it his duty to offer.

The Report also furnishes a statement of the cost and operations of the Railways for the year 1860,—derived from official returns —so far, at least, as these returns enable me to give them. The statistical information contained in the abstracts, furnishes a general idea of the Railway economy of Canada for that year, but it is to be regretted that the incompleteness of the returns has rendered it impossible, at this time, to present a more perfect exposition of it.

Respectfully submitted.

SAMUEL KEEFER,
Inspector of Railways.

HON. A. T. GALT,
*Chairman, Board Railway Comm'rs.,
&c., &c., Quebec.*

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REPORT

ON THE

RAILWAYS OF CANADA,

FOR THE YEARS 1859 AND 1860.

I.—RAILWAYS CONSTRUCTED.

The Statement No. 1, of Appendix contains a list of sixteen Railways in operation in Canada, on the 1st January, 1861, with the dates of the openings of the several sections, and their lengths corrected according to the most recent returns.

Referring to the Report for 1858, and making the corrections according to these returns, it will be seen that, up to the close of that year, there had been constructed, in Canada, (instead of 1612 miles) 1614.15 miles of Railway; but the Preston and Berlin, 11 miles, and the Cobourg and Peterborough,..... 28 “ closed at that time, in all..... 39

being deducted, left..... 1575.15
 in operation at the close of 1858, since which time, however, the Cobourg and Peterboro' was re-opened in 1859..... 28
 and other new lines having been completed, inspected and opened within these past two years, as follows, *viz.* :—
 In 1859, according to Statement No. 3..... 248.79
 In 1860, according to Statement No. 4..... 29.02

Making in all, according to Statement No. 2..... 1880.96 miles of Railway in operation, in Canada, on the 1st January, 1861, under sixteen different corporations.

The following abstract, derived from Statement No. 1, shews the number of miles of Railway constructed, in each year, since the period of the Census taken on the 12th January, 1852.

Railways constructed up to the period of the Census,	
12th January, 1852.....	91.76
In the year 1852.....	98
“ “ 1853.....	212
“ “ 1854.....	329.75
“ “ 1855.....	236.14
“ “ 1856.....	497
“ “ 1857.....	69
“ “ 1858.....	140.50
“ “ 1859.....	248.79
“ “ 1860.....	29.02
	1891.96

Deducting Preston and Berlin, not open..... 11

Lines in operation, 1st January, 1861 1880.96 Miles.

For fiscal purposes, in connection with the cost, the earnings and working expenses of these lines, it becomes indispensable to take account of those connections in the United States, which are owned and managed by the same Corporations, and which are as follows:—

1. *By the Grand Trunk Railway Company.*

The Portland Division, from the Canada Boundary to Portland.... 166 miles
The Detroit extension, from Port Huron to Detroit..... 59 "

2. *By the Montreal and Champlain Railway Company.*

From the Canada Boundary to Rouse's Point..... 2 miles

In the United States	227
In Canada.....	1880.96

Including Branches, Total.....2107.96

There is no double track upon any of these lines, but they are provided, in the aggregate, with 218.93 miles of sidings, equal to 10 $\frac{1}{4}$ per cent of the length of the main lines.

II.—IN PROGRESS.

According to Statement No. 5, there were 111 $\frac{1}{4}$ miles of Railway in course of construction, on the 1st January, 1861, of which it is expected that 52 $\frac{1}{4}$ miles will be completed this year.

Of the new lines opened in 1859 and 1860, 131 $\frac{1}{4}$ miles were inspected, previously to opening, by the Hon. H. H. KILLALY, and the Assistant Inspector, Mr. A. DeGrassi. The remaining 149 miles, including the Victoria Bridge, were inspected by the undersigned. (See Statements Nos. 3 and 4, and the Inspectors' Report No. 1, on the testing of the Bridge.)

III.—BRIDGING.

Some progress has been made, during the past two years, towards increasing the permanency and efficiency of the existing lines; more especially on the Great Western, the Grand Trunk, the Buffalo and Lake Huron, the Northern, the Port Hope and Lindsay, and the Montreal and Champlain Railways.

Within this time twenty Tressel Bridges have been replaced by permanent Culverts and Embankments, and eight Wooden Bridges, 1223 feet in aggregate length, have given place to permanent Bridges of Iron or Stone. Thus temporary works measuring upwards of a mile in length have been replaced by permanent structures; and ten Wooden Bridges, 1313 feet in total length, have been rebuilt during the same time. (See Statement No. 6.)

A description of all the Bridging existing on the Railways in Canada, upon the 1st January last, is given in Statements Nos. 7 and 8. Upon the 1880.96 miles then in operation, there were 840 Bridges, having in all 3169 spans, and measuring, altogether, 94,361 feet, or a little short of 18 miles. Of these, 672 are of Wood, 147 of Iron, 11 of Brick or Stone, and 10 are Swing Bridges, 7 of which are of Wood, and 3 of Iron.

The 672 Wooden Bridges measure	62,432 feet.
The 147 Iron " "	29,234 "
The 11 Stone or Brick "	1,648 "
The 10 Swing Bridges "	1,047 "

In all, 840 Bridges, measuring 94,361 feet.

The average distance between Bridges is 2.24 miles, and the average Bridging per mile, fifty feet: shewing a material improvement since the first Report in 1858.

Comparing the two years,.....1858 and 1860.

The average distance between Bridges.....2.00 miles. 2.24 miles.

Average Bridging per mile..... 59½ feet. 50 feet.

IV.—ACCIDENTS IN 1859.

No accident, by which any person was injured, has occurred, during this year, upon any of the following seven lines of Railway:—

The Erie and Ontario.
The Port Hope, Lindsay and Beaverton.
The St. Lawrence and Industry.
The Stanstead, Shefford and Chambly.
The Prescott and Ottawa.
The Cobourg and Peterborough.
The Peterborough and Chemung Lake.

Upon the other nine Railways, the official returns from the several Companies, made in compliance with the Act, shew an aggregate of 53 persons killed, and 47 injured, during the same period. Of these, there were 9 passengers killed and 27 injured; 25 employes killed and 10 injured, and 19 others killed and 10 injured.

The causes which have led to these accidents may be classified under the eleven following heads:—

SUMMARY OF ACCIDENTS IN 1859.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	K.	I.	K.	I.	K.	I.	K.	I.
1. Getting on or off Trains while in motion.....	2	1	2	2	.....	.....	4	3
2. Fell, or thrown from Trains.....	2	.....	2	.....	.....	.....	4	.....
3. Walking, standing or lying on track.....	.....	.....	4	.....	16	6	20	6
4. At road crossings.....	.....	.....	.....	.....	2	3	2	3
5. Coupling and uncoupling cars.....	.....	.....	5	3	.....	.....	5	3
6. Striking against bridge, or other object, when Train was in motion.....	.....	.....	.....	3	.....	.....	.....	3
7. Train off track.....	.....	.....	.....	.....	.....	.....	.....	.....
8. Collision of Trains.....	.....	1	2	.....	.....	.....	2	1
9. Defective construction, or bad materials.....	4	25	3	1	.....	.....	7	26
10. Run over in hand-cars.....	.....	.....	7	1	1	1	8	2
11. Burned.....	1	.....	.....	.....	.....	.....	1	.....
Totals.....	9	27	25	10	19	10	53	47

For a similar classification of the accidents as they happened on each particular line, see Statement No. 9.

KILLED.

It should be added here, that, of the nine passengers killed, four died from injuries received in the accident which took place on the Great Western Railway, near Dundas, on the 19th March, 1859, under the circumstances stated in the official return, and verdict of the Coroner's Inquest. (See Report No. 17.) Two others on the same Railway, returned as passengers, but more properly trespassers, (because endeavouring to ride outside without paying fare)—one of whom, in attempting to ride on the platform of the baggage car, was burned to death by his clothes having taken fire; the other in trying to get on a similar platform, at a station, while the train was in motion, fell and was run over. A passenger in endeavoring to embark on a train at Point Levi, while it was moving, fell, and the train passed over him; two others fell between the cars, while the train was in transit, one of whom was reported to have been intoxicated at the time. From these facts it appears that *five* out of the *nine* passengers who were killed by the trains during this year, came to their end from their own fault or imprudence.

The twenty-five employes of the Railway Companies were killed under the following circumstances, viz:—

The Engine-driver, Fireman and Brakeman of the Train, at the accident on the Great Western Railway, near Dundas, before referred to; a Conductor and Engine-driver, by a collision on the Grand Trunk Railway, at Arthabaska. (See Return No. 18;) Five Brakemen crushed to death in coupling or uncoupling cars; seven Trackmen run over in hand-cars; four getting on or off Trains when in motion; one loading spars at a Station, killed by the fall of a spar; one (intoxicated) walking on the track; one found dead, supposed to have been walking on the track; and one run over while lying insensible on the track, supposed to have had sun-stroke.

Of the nineteen other persons killed, fourteen were walking on the track, where they had no right to be; two committed suicide by throwing themselves upon the track in front of an approaching Train; and the other three were found dead upon the track. It is painful to add that seven of these are reported as having been intoxicated; two were deaf, and one supposed to have been a lunatic.

INJURED.

Of the twenty-seven passengers injured in 1859, twenty-five received their injuries in the accident on the Great Western Railway, near Dundas, above referred to. (See Official Return No. 17.) One was injured by a collision, occasioned by the detention of a Train in a snow-drift, and one by jumping off a Train while in motion.

Of the ten employes injured, three struck against bridges; three were coupling or uncoupling cars; one by the breaking of a bridge; two getting on or off Trains in motion; and one travelling in a hand-car after dark.

Of the ten others injured, three were attempting to cross the track in the face of advancing Trains; four were walking on the track; one riding in a hand-car; one thrown off the track by the cow-catcher; and one had an arm broken at a Station.

V.—ACCIDENTS IN 1860.

The Official Returns shew that, during this year, on the following lines of Railway, no personal injuries of any kind have been sustained:—

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The St. Lawrence and Industry.
 The London and Port Stanley.
 The Cobourg and Peterborough.
 The Peterborough and Chemung Lake.

But upon the other twelve lines, the Returns shew an aggregate of fifty-four persons killed, and fifty-four injured during the same period. Of these, it appears that there were four passengers killed and three injured; twenty-one employes killed and forty injured; and twenty-nine others killed and eleven injured.

SUMMARY OF ACCIDENTS IN 1860.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	K.	I.	K.	I.	K.	I.	K.	I.
1. Getting on or off Trains while in motion.....	2	2	1	2	2	1	5	5
2. Fell, or thrown from Trains.....	2		1	1			3	1
3. Walking, standing or lying on track.....			8	1	24	8	32	9
4. At road crossings.....					3	2	3	2
5. Coupling or uncoupling cars.....			5	11			5	11
6. Striking against bridge, or other object, when Train was in motion.....			2	3			2	3
7. Train off track.....		1	1				1	1
8. Collision of Trains.....			3	16			3	16
9. Defective construction, or bad materials.....					5			5
10. Run over in hand-cars.....				1				1
Totals.....	4	3	21	40	29	11	54	54

A general summary of the accidents, as they occurred on each particular line, arranged according to the foregoing classification is given in Statement No. 10, of the Appendix.

KILLED.

This Statement shews that the loss of life to passengers during this year, has not been so serious as in former years; that it has been confined to two lines: The Grand Trunk and the Buffalo and Lake Huron, but as these persons came to their death through their own imprudence, and the violation of the Company's rules, their officers cannot be blamed for these accidents. One passenger, being intoxicated, tried to get on the Train after it had started; one was riding on the platform of a car, fell off and was crushed; one reported "unknown," was "supposed to have fallen from the Mail Train;" and the fourth, whose fate may be considered as an admonition to all travellers by rail, is thus referred to in the Report. "This man was at the Station before the Train was due to leave; "purchased his ticket, but neglected to take his seat in the proper way. Attempting to get on the Train after it had started, he fell between the cars, &c."

Of the twenty-one employes killed, eight were in the service of the Grand Trunk Railway; six in that of the Great Western; three in that of the Northern; two, the Buffalo and Lake Huron; one, the Montreal and Champlain; and one, the Stanstead, Shefford and Chambly Railway.

Two of those killed on the Grand Trunk were brakemen, in the act of coupling cars; one by Train off track, caused by a broken rail; one run over by a snow-plough; one by striking against a bridge; one, a trackman, walking on the track; and two, a laborer and a fireman, by the collision which took place at Stratford on the 17th April, 1860, between a tie train and a freight train, (and

in which sixteen other laborers are reported as injured.) In this case, the verdict of the Coroner's Jury alleged neglect on the part of Ludlaw, the Conductor, and Baxter, the Engineman, in not attending to the Company's rules. These parties were accordingly arrested and indicted for manslaughter at the Stratford Assizes, were tried and acquitted.

Four of the employés killed on the Great Western, were brakemen—one in coupling cars—one attempting to pass under a car whilst it was in motion—one trying to catch a platform car in motion—and one in the act of signalling the Engineman, lost his balance and fell from the roof of the car. The fifth was a yardsman, run over by the Engine at Suspension Bridge, and the sixth a trackman, found dead on the track, having been run over by the train. No verdict given.

One of the employés killed on the Northern Railway was a Conductor, in the act of coupling cars; one whose remains were found upon the track, was supposed to have been killed by the mail train, and another, who had been intoxicated, was found dead upon the track.

One of the employés killed on the Buffalo and Lake Huron Railway, by striking against a bridge, was a brakeman. The other, the car Inspector, Mr. Thomas Grey, of the Great Western Railway at Paris Station, was killed on duty there, while examining the wheels of the Great Western Emigrant train, going West. This train, being then at a stand, was run into, at the crossing, by a special freight train of the Buffalo and Lake Huron Railway, on the 11th October, 1860, going East, by which a car was thrown upon the Inspector, and caused his death. For Report of this accident, the Verdict at the Inquest, and the Company's demur thereto, see Return No. 29.

On the Montreal and Champlain Railway, one employé was run over and killed by a train—he was supposed to have been asleep at the time.

On the Stanstead, Shefford and Chambly Railway, a fireman engaged in oiling his engine while it was in motion, slipped and fell, and the engine passed over him. Of the 29 others killed, 26 may be set down as trespassers on the Railway enclosures; 15 of these are represented as intoxicated, and in that state, to have been either walking, standing, or lying on the track when run over by the trains. One unknown person, lying on the track, was supposed to have been insane; four were deaf, and one deaf and dumb; two were the children of the trackmen; two were boys trying to get on the cars at Stations; one unknown person found dead near the track, (death not accounted for,) and another killed trying to cross the track. A woman, trying to cross the track while the train was under way, fell, and was instantly killed; a farmer, who, with his wife, attempted to drive across the track in front of an approaching train, had his waggon struck by the engine: the horses took fright and ran away and he was thrown out and killed.

INJURED.

Of the three passengers injured, two were on the Grand Trunk, and one on the Great Western; two met with their misfortunes from attempting to get on the trains when under way, and the third, by a train being thrown off the track, in consequence of running over four horses.

A very large proportion of employés, (no less than 40,) have received injuries of a more or less serious nature by the operations of the past year. Sixteen of these

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were laborers in the service of the Contractors for the maintenance of way on the Grand Trunk Railway, and received their injuries in the collision which took place near Stratford, referred to at page 12. These men, having finished their day's work, were proceeding homeward in the "Caboose" of the "tie train," which was attached next the engine, and several platform cars in rear of it. As this car, which contained about 30 men, was utterly demolished in the collision which ensued, it is only surprising the casualties were not more fatal. Eleven of the employes have received injuries in coupling or uncoupling cars; two in getting on or off the train, and one by falling from the train in motion; one, a trackman, in a hand car, on the time of the Express Train; one standing on the track; three, by striking against bridges; two, by the bursting of a Locomotive Boiler on the Great Western Railway; two by the breaking down of a wood car on the Grand Trunk Railway, and one, a Conductor, on the Northern Railway, by the breaking of an axle.

Of the eleven other persons injured, who were neither passengers or employes, four, who are reported to have been tipsy, were walking or lying on the track; one was struck by a snow-plough; one deaf and infirm; one driving across the track at a road crossing; one going under an engine; one lying between the rails when the train passed over him; one walking on the track of the Great Western Railway, and having his attention engrossed by a train passing on the Welland Railway, did not see the approaching train, or hear the whistle in time to avoid it; and one, in attempting to get on an engine. Nine of these persons were trespassers on the railway enclosures.

It is further to be observed of the accidents of 1860, that no less than 23 persons, or about 22 per cent of the whole number who have suffered death or injury by the Railway operations of that year, are reported to have been under the influence of liquor. These are classified as follows:

One "passenger," two "employes" and fifteen "others" killed, and five "others" injured.

The following list of Companys' servants will serve to shew upon what class of persons in railway service the casualties of 1860 have most heavily fallen.

SERVICE.	KILLED.	INJURED.
Conductors	1	4
Brakesmen	10	14
Car Inspectors	1	0
Firemen	2	0
Switchmen	0	1
Yardsmen	1	0
Trackmen	5	1
Porters	0	1
Labourers	1	18
Total	21	39

Of this list, it is reported that disobedience of rules has occasioned the death of four brakesmen, one fireman, and one car inspector.

Of the whole number of persons killed in 1860, 7 per cent were passengers, 40 per cent employes, and 53 per cent neither passengers nor employes.

One half of the deaths have been occasioned by persons being improperly on the track, or attempting to cross it when a train was approaching.

In 1860, one passenger was killed for every 26,847,305 miles travelled, and one was either killed or injured for every 15,341,317 miles travelled.

VI.—GENERAL OBSERVATIONS ON THE ACCIDENTS OF THE LAST THREE YEARS.

The following abstract furnishes a comparative statement of the accidents which have happened in these three years, on all the railways in Canada, to the three classes denominated passengers, employés and others.

CLASSIFICATION.	1858.		1859.		1860.	
	K.	I.	K.	I.	K.	I.
Passengers.....	7	4	9	27	4	3
Employés.....	19	17	25	10	21	40
Others.....	25	6	19	10	29	11
Totals.....	51	27	53	47	54	54
Miles open.....	1575		1852		1881	
Miles travelled by passengers.....	91,027,299		101,386,483		107,389,221	
Miles travelled for one passenger killed.....	13,003,900		11,265,164		26,847,305	
Miles travelled for one passenger killed or injured.....	8,275,209		2,816,290		15,341,317	

Striking an average for these three years, it is found that one passenger was killed for every 14,995,150 miles travelled, which is equal to travelling 600 times the circuit of the earth; and one has met with an accident in which he was either killed or injured, for every 5,551,907 miles travelled. Considering that all the business is done upon a single track, these results shew a favorable degree of safety in the working of the Railways, so far at least, as the welfare of the passengers is concerned. But the persons who have suffered most from the introduction of Railways, are not those who make use of them, to travel by them, nor yet those engaged in working them, but "others" who have no connexion with them whatever, and who, without any right, and entirely by their own imprudence, make use of the track as a convenience for going from place to place.

The Companies' Rules forbid this practice, but as every individual feels confident of being able to take care of himself, and avoid the trains, it is a most difficult matter to enforce their observance. Considerably more than one-third of those who have been killed were of this class. Of 158 killed and 128 injured in these three years, 63 of the killed and 18 of the injured, were "walking, standing, or lying on the track." The same kind of imprudence has led to the death of 16 of the Companies' employés during the same period.

It is difficult to suggest any course that shall tend to diminish this class of casualties, unless it be that the several Companies should adopt more stringent means to prevent the public making use of their track.

There is one class of accidents, however, to which the attention of the Companies might be advantageously directed, with a view of adopting measures to avoid a recurrence of them; that is, the fatal results attending the coupling of cars. 14 of the Companies' servants have been killed, and 19 injured in this service during the last three years, facts which appear to indicate some mechanical defect in the existing modes.

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In my Report for 1858, at pages 18 and 19, the dangers to which the Railway servants were exposed in the performance of this simple duty, were clearly pointed out, and a remedy, (tending, at least, to reduce the risk) suggested. No action having been taken upon it, I venture to revert to the subject, as one demanding the earnest attention of all Railway Managers, hoping yet to see the difficulty overcome by the mechanical skill and ingenuity at their command.

Amongst the various devices for self couplers, designed to obviate the risk of coupling by hand, no one has yet proved to be of such practical value as to find favor with the Companies, and come into general use. The single bunters now in use on the Northern Railway, being placed in the line of traction, would, from their form, and the few casualties attending them, seem to be the best; while the double headed bunters reaching out horizontally eighteen inches from the centre of the coupling, being the kind most generally in use, would seem to require some modification of form or position to render them more safe. In addition, therefore, to the suggestions thrown out in the former Report, I would now propose for consideration, whether the coupling might not be effected with greater ease and safety, by merely changing the double headed bunters from a horizontal to a vertical position.

I would also again respectfully call attention to the other subjects adverted to in that Report.

1. Level crossings of Railways.
2. Level crossings of common roads with Railways.
3. Clearing the extra width.
4. Ballasting.
5. Signal switches.
6. Assimilation of Signals.

It is unnecessary here to repeat the statements and recommendations contained in that Report, in reference to these subjects; but as nothing has been effected since the date of it, either by the Legislature, or the Companies, for the improvement of the Railway system in these particulars, and considering them of the same importance as I did then; and entertaining the same views in regard to them, I would again respectfully urge, for the consideration of the Board, whether some action might not be taken by it to bring these subjects under the notice of the proper authorities.

VII.—FISCAL AND STATISTICAL RETURNS.

An attempt has been made, for the first time, to collect and arrange in a concise form, information of a reliable character in reference to the cost and operation of the Railways of Canada.

With this view, printed forms of Returns were sent to the Secretaries of the several Railway Companies, with a request to have them filled up; and at the same time to transmit copies of their accounts for the year 1860, giving:

1. A Statement of Receipts and Expenditures on "CAPITAL ACCOUNT," up to the end of the year.
2. REVENUE ACCOUNT, Receipts and Expenditures for the year.
3. A GENERAL BALANCE SHEET for the year.

In order not to trouble the Companies with too many details at first, the form was made as concise as possible, consistent with the object of bringing out the

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leading facts intended to present a general view of the Financial position of these important enterprises; and to show the business they were doing, and at what expense. Further details may be elicited in future Returns.

With few exceptions, the Companies have responded to this request, and furnished the desired information so far as they were able; but owing, doubtless, to the call being new, many of the facts called for, have not been supplied; thereby, unfortunately rendering it a matter of impossibility to present aggregate results, or to strike averages upon the operations of the year.

Such facts as are contained in these Returns, will be found arranged in a tabular form, in Tables Nos. 11 to 16 inclusive; which, although incomplete as far as relates to the aggregate results, will be found well worthy of attentive consideration.

When taking a general view of the cost and working of these lines, and giving an account of their Receipts and Expenditures, it becomes necessary to take account also of the connecting lines in the United States, which are owned and managed by the same corporations, and therefore the whole length of main line and branches is taken at 2107.96 miles, while the whole length in Canada alone is 1880.96 miles.

From these Tables then, we learn that upon the 1974.46 miles of Railway, of the ten lines for which we have Returns, the total amount expended upon the Road and its equipment, up to the end of 1860, was \$97,179,641 75, making the average cost per mile \$49,218.

The amount of Capital Stock paid in is \$38,278,986 19, equal to \$19,387 per mile.

On 9 lines.—The Funded Debt—1st Preference Bonds.....	\$21,743,605 66
“ 8 “ “ 2nd “	7,473,473 35
“ 4 “ “ 3rd “	17,711,665 29
“ 3 “ The Government Loan.....	20,246,247 00
“ 8 “ The Floating Debt.....	12,344,600 87
“ 8 “ The Interest paid on Debt in 1860.....	1,869,224 52
“ 5 “ The Surplus on hand at end of 1860.....	98,799 76

THE EARNINGS FOR 1860.

Being from Through Passengers.....	\$926,185 64
“ Local Passengers.....	1,716,815 16
“ Through Freight and Live Stock.....	1,132,407 20
“ Local Freight and Live Stock.....	2,316,817 09
“ Lumber and Cordwood.....	280,237 05
“ Mails.....	171,654 35
“ Parcels and Express.....	66,974 57
“ Other Sources.....	103,638 38

Total Earnings.....\$6,722,666 48

On 12 Lines and Branches, 2030.96 miles in all.

EXPENSES IN 1860.

On Permanent Way and Works.....	\$1,805,109 64
“ Locomotive Power.....	1,374,861 04
“ Rolling Stock.....	899,713 55

On Passenger Transit	527,129 88
" Freight Transit.....	852,814 94
Miscellaneous	2,170,254 48
Total Expenses.....	5,675,511 86½
Net Income for 1860.....	1,046,316 78½
Average earnings per mile per week.....	63 65
Average expenses per mile per week.....	53 79
Per centage of Expenses on Earnings, 84 per cent.	

On 12 Lines and Branches, 2030.96 miles in all.

Miles run by Passenger Trains.....	1,984,044
" Mixed Trains.....	188,633
" Freight Trains.....	2,909,914
" Wood and Maintenance Trains.....	520,904
" Piloting, Shunting, &c.....	1,142,210
" All Trains (exclusive of Piloting, Shunting &c.,)	5,614,715
Number of Passengers carried in Cars.....	1,825,755
Number of miles travelled by Passengers	107,389,221
Average number of miles travelled by each Passenger.....	58.9
Number of Tons of Freight carried in Cars.....	1,459,446
Number of Tons of Freight hauled one mile	55,881,325

(Exclusive of Grand Trunk and nine other Railways.)

Note.—From the incompleteness of the Returns, the movement of Passengers and Freight, Through and Local, in both directions, cannot be ascertained.

	CENTS.
Average cost of fuel, per mile run by Engine.....	6.00
Cost of Engine Repairs, per mile run by Engines.....	6.34
Cost of Average Repairs, per mile run by Cars.....	1.57
Cost of Repairs of Permanent Way and Works, per mile run by all Trains	16.92

Average Speed of Express Trains

Including stops is... ..	24.3 miles per hour.
Between Stations	29.5 "

Average speed of Freight Trains

Including stops, is.....	13 miles per hour.
Between Stations.....	15 (nearly) "

Average number of Cars in Trains:

In Passenger Trains.....	3.2
" Mixed Trains.....	7.5
" Freight Trains.....	11.6
" Wood and Maintenance.....	9.7

The number of persons employed on all Railways, 6606, of whom

175	are at Head Offices.
127	" Telegraph Operators.
308	" Station Agents.
242	" Switchmen.
838	" Others at Stations.
1837½	" Mechanics in Repair and Machine Shops.
2019	" On Permanent Way and Works.
250½	" Enginemen.
260½	" Firemen.
377	" Brakemen and Baggage-men.
162½	" Conductors.
14	" Elevators and Shipping.

VIII.—LOCOMOTIVE ENGINES AND ROLLING STOCK.

1. *Locomotive Engines.*

The Official Returns of the several Companies, giving the number, description, and general condition of the Locomotive Engines employed by them, during the past two years, together with the number of miles run by them up to the end of each year, cannot fail to be of special interest to the Mechanical Engineer, and to the Railway Managers generally, and therefore their publication is continued. They will be found in the Appendix No. 63 to 99 inclusive.

Abstracts of these Returns have been prepared, from which we learn, (See Appendix No. 62;) *that at the end of the year 1859*, there were 384 Locomotive Engines on all the Railways, 54 of which were made in Canada, 221 in the United States, and 109 in Great Britain. The relative performances of these engines, since the time they were placed in service, may readily be ascertained by reference to these returns. *At the end of the year 1860*, there were 394 Engines on all the Railways, 266 of which were reported in good order, 56 requiring slight repairs, and 72 requiring heavy repairs.

As regards their place of manufacture, 57 were built in Canada, 229 in the United States, and 109 in Great Britain. It may here be remarked, that the oldest Engine in Canada, is the *Dorchester*, now in the service of the St. Lawrence and Industry Railway, where it ran 4,300 miles last year. It is a 10 Ton Engine; 10 inch cylinder, inside connections; one pair 4 feet drivers, built by George Stephenson & Son, Newcastle-upon-Tyne. It was put in use in 1849, and has run altogether 66,000 miles, and is still serviceable.

The most work has been performed by the Portland Engine, No. 108, of the Grand Trunk Railway; put in service, January, 1851. It has run since that time to the end of 1860, 193,635 miles; and in 1860, 25,348 miles, and is reported still in good order. The weight of this Engine and Tender, with wood and water, is 42.8 Tons.

2—*Rolling Stock.*

According to Abstracts No. 62 and 81, of the Official Returns of Rolling Stock in use on all Roads at the close of each of the past two years, it appears that there were in

	1859	1860
1st Class Passenger Cars, 16 wheels.....		1
“ “ 12 wheels.....	26	25
“ “ 8 wheels.....	208	223
“ “ 4 wheels.....	1	1
2nd Class Passenger and Emigration Cars, 8 wheels....	121	119
“ “ “ 4 wheels....	4	3
Baggage, Mail, and Express 12 wheels.....	13	12
“ “ 8 wheels.....	106	104
“ “ 4 wheels.....	2	2
Box, Freight, and Cattle 8 wheels.....	2,703	3,180
“ “ 4 wheels.....	104	101
Conductors, Cars 8 wheels.....	33	40

Platform Cars, 12 wheels.....	4	} 1868
" 8 wheels.....	1786	
Grain Cars.....		50
Refrigerator Cars.....		1
Gravel Cars, 8 wheels.....	100	90
" 4 wheels.....	204	360
Timber Cars, 16 wheels.....		6
" 4 wheels.....		6
Spar Trucks, 4 wheels.....	25	16
Hand Cars.....	89	121
Snow Ploughs, large size.....	42	35

SAMUEL KEEFER,

Inspector of Railways.

QUEBEC, 16th September, 1861

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APPENDIX, No. 1.

BROCKVILLE, December 19, 1859.

SIR,—I have the honor to report, that in compliance with the instructions from the Honorable the Receiver General, acting Chairman of the Board of Railway Commissioners, conveyed to me in your letter of the 14th instant, I left Quebec on the 15th, and made my examination of the Victoria Bridge on the 16th, and of the Branch leading to it from the main line at Charon Station, on the 17th instant, and finding both Bridge and Branch perfectly safe for public use, the new line across the Bridge was this day opened for public traffic.

The test applied to the tubes of the Victoria Bridge, consisted of a train of 18 platform cars loaded with stones as heavily as they would bear, and drawn by two Locomotive Engines coupled. This train was long enough to reach over two spans at one time, and weighed, as nearly as could be ascertained without platform scales to weigh the cars, about one ton to the lineal foot. In passing this train over the Bridge, a load of 242 tons was laid on each of the side spans, and 330 tons upon the central span.

The side tubes being in pairs reaching from the abutment to the second pier, from the second to the fourth, and so on ;—they were submitted to a different test from the central one. The load, or forward part of the train was brought upon the first half, then the whole train covered the whole tube, and lastly, the rear part of the train rested upon the second half, and the effect noted each time, both at the middle of each half, and at points midway between the middle and the bearings, making six observations upon the tube each time of marking.

The tubes covering the 14th and 15th spans being yet unfinished and unconnected over the 14th pier, were, of course, on this occasion treated like the central one as independent tubes.

A remarkable uniformity was observed in the effect of this load upon all the side tubes that were completed. When both halves of the tube were loaded, the deflection in each span was five eighths ($\frac{5}{8}$) of an inch, but when it rested on one half only, that half sunk three quarters ($\frac{3}{4}$) to seven eighths ($\frac{7}{8}$) of an inch. The central and separate tubes deflected one inch and a quarter under a load of a ton to the foot.

When the train was sent over at speed, the observed deflections did not exceed those just stated, more than the eighth part of an inch, and in all cases when the load was removed, the tubes returned immediately to their former position, thus proving in the most satisfactory manner, that they were entirely unaffected by the passing of a load which was double that of the heaviest freight train that will ever cross the Bridge.

It may be here remarked that the tubes of this Bridge were designed to sustain practically, a load of one ton per lineal foot throughout their length, in addition to their own weight ; under which load, the horizontal strain was not to exceed five tons of tension to the square inch on the bottom, or five tons of compression to the square inch on the top. The test load applied was as near the intended load as it well could be.

These tubes present the finest specimen of Engineering skill and workmanship to be seen in any part of the world, and the public may have entire confidence in their strength and durability.

The preparations for testing the tubes in the manner before described, had been made by the Contractors Agent, Mr. Hodges, at the instance of Messrs. J. D. Bruce and B. P. Stockman, Engineers from the late Robert Stephenson's office, in London, who had been sent out from England to examine and report on the Bridge. The testing was commenced by them on the 15th instant, accompanied by Mr. A. M. Ross, (the Engineer in charge,) and by Mr. James Hodges, and was completed in my presence on the 16th instant. In reporting my entire satisfaction with the test applied and the sufficiency of the tubes, I desire at the same time to express my admiration of the simplicity and accuracy of the means adopted for observing the effect of these weights upon the Bridge, and of that perfection of workmanship in the tubes themselves, which are thus made to shew so slight a deflection, under such heavy loads.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL KEEFER,

Inspector of Railways.

J. G. VANETTART, Esq.,

Secretary Board of Railway Commissioners.
TORONTO.

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RAILWAYS OF CANADA,

In operation on the 1st January, 1861, with date of opening of each Section.

No.	CORPORATE NAME OF RAILWAY.	NAME OF SECTION.	DATE OF OPENING.	Length of Section.	TOTAL LENGTH.	REMARKS.
1	Great Western.....	Main Line,—Suspension Bridge to Hamilton.	10th Nov., 1853.....	43	345	Under one management.
	"	" Hamilton to London.	31st Dec., 1853.....	76		
	"	" London to Windsor.	27th Jan., 1854.....	110		
	"	Branches,—Harrisburg to Galt	21st Aug., 1854.....	12		
	"	" Galt to Guelph.....	28th Sept., 1857.....	15		
	"	" Hamilton to Toronto	3rd Dec., 1855.....	38		
	"	" Komoka to Sarnia.....	27th Dec., 1858.....	51		
2	Grand Trunk.....	Main Line,—Toronto to Guelph.	July, 1856.....	50	872	In Canada, and under one management.
	"	" Guelph to Stratford.....	17th Nov., 1856.....	39		
	"	" Stratford to London.....	27th Sept., 1858.....	31		
	"	" St. Mary's to Sarnia.....	21st Nov., 1859.....	70		
	"	" Toronto to Oshawa.....	August, 1856.....	33		
	"	" Oshawa to Brockville.....	27th Oct., 1856.....	175		
	"	" Brockville to Montreal.....	19th Nov., 1855.....	125		
	"	" Victoria Bridge and Approaches	16th Dec., 1859.....	6		
	"	" Montreal to St. Hyacinthe.....	Spring, 1847.....	30		
	"	" St. Hyacinthe to Sherbrooke.....	August, 1852.....	66		
	"	" Sherbrooke to Province Line.....	July, 1853.....	30		
	"	" Richmond to Quebec.....	27th Nov., 1854.....	96		
	"	" Chaudière Junction to St. Thomas	23rd Dec., 1855.....	41		
	"	" St. Thomas to St. Paschal.....	31st Dec., 1859.....	53		
	"	" St. Paschal to Rivière du Loup.....	2nd July, 1860.....	25		
	"	Branch,—Kingston.....	10th Nov., 1860.....	2		
3	Northern.....	Main Line,—Toronto to Bradford.	13th June, 1853.....	42	95.14	From Toronto to Lake Huron.
	"	" Bradford to Barrie.....	11th Oct., 1853.....	21		
	"	" Barrie to Collingwood.....	2nd Jan., 1855.....	32.14		

4	Buffalo and Lake Huron.....	Fort Erie to Paris.....	1st Nov., 1856.....	83	162.27	
	"	" Paris to Stratford.....	22nd Dec., 1856.....	33		
	"	" Stratford to Goderich.....	28th June, 1858.....	45		
	"	" From temporary terminus to Station in East St.	16th May, 1860.....	1.27		

3	Northern.	St. Paschal to Rivière du Loup. 2nd July, 1860.	23	872	From Toronto to Lake Huron.
	"	Branch,—Kingston.	2		
	"	Main Line,—Toronto to Bradford.	42		
	"	Bradford to Barrie.	21		
	"	Barrie to Collingwood.	32.14		
		13th June, 1853.			
		11th Oct., 1853.			
		2nd Jan., 1855.			
4	Buffalo and Lake Huron.	Fort Erie to Paris.	83		
	"	Paris to Stratford.	33		
	"	Stratford to Goderich.	45		
	"	From temporary Terminus to Station in East St.	1.27	162.27	
5	London and Port Stanley.	1st Oct., 1856.			Lake Erie to London.
6	Cobourg and Peterborough.	May, 1854.			L. Ontario to Peterboro'.
7	Erie and Ontario.	3rd July, 1854.			" " to Chippewa.
8	Ottawa and Prescott.	Dec., 1854.			From the St. Lawrence to Ottawa City.
9	Montreal and Champlain.	Nov., 1847.	8		In Canada, under one management.
	"	Aug., 1852.	32		
	"	St. Lambert to St. John, (old portion, July, 1856).	20		
	"	St. John's to Rouse's Point.	21.76	81.76	
10	Carillon and Grenville.	Oct., 1854.			
11	St. Lawrence and Industry.	May, 1850.			Lanoraie to St. Industrie.
12	Port Hope, Lindsay and Beaverton.	30th Dec., 1857.	43		
		Branch,—Millbrook to Peterboro'.	13.50	56.50	From L. Ontario North.
13	Welland.	27th June, 1859.			
14	Brockville and Ottawa.	17th Feb. & 22nd Aug., 59.	51.25		From Lake Erie to Lake Ontario.
		Branch,—Smith's Falls to Perth.	11.54		
		Tunnel, from temporary Station to Harbor.	.75	63.54	
15	Stanstead, Sheffield and Chambly.	1st Jan., 1859.	13		
16	Peterboro' and Chemung Lake.	31st Dec., 1859.	15		
		6th July, 1859.	4		
		Total Miles.		1880.96	

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

No. 3.

RAILWAYS OF CANADA.

Railways inspected and opened for traffic in 1859, under the Act 20 Vic., Cap. 12.

No.	CORPORATE NAME OF RAILWAYS.	BY WHOM INSPECTED.	Length in Miles.	Date of Opening.
				1859.
	The Grand Trunk Railway :			
1	From St. Mary's to Sarnia.....	Hon. H. H. Killaly..	70	21st Nov.
	Victoria Bridge and approaches.....	Mr. S. Keefer.....	6	16th Dec.
	St. Thomas to St. Paschal.....	Mr. S. Keefer.....	53	31 Dec.
2	The Stanstead, Shefford and Chambly Railway :			
	St. John's to West Farnham.....	Hon. H. H. Killaly..	13	2nd Jan.
	West Farnham to Granby.....	Hon. H. H. Killaly..	15	31st Dec.
3	The Brockville and Ottawa Railway :			
	Brockville to Smith's Falls.....	Mr. S. Keefer.....	28	17th Feb.
	Smith's Falls to Almonte.....	Hon. H. H. Killaly..	23.25	22nd Aug.
	Perth Branch.....	Mr. S. Keefer.....	11.54	17th Feb.
4	The Welland Railway.....	Mr. S. Keefer.....	25	27th June
5	The Peterboro and Chemung Lake Railway :			
	Peterboro to Saw Mills.....	do.	4	6th July
	Total miles.....		248.79	

No. of miles inspected by the Hon. H. H. Killaly..... 121.25

No. of miles inspected by Mr. S. Keefer..... 127.54

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

No. 4.

RAILWAYS OF CANADA.

New portions of Railways inspected and opened for Traffic in 1860, under the Act 20 Vic., Cap. 12.

No.	CORPORATE NAME OF RAILWAY.	BY WHOM INSPECTED.	Length in Miles.	Date of Opening.
				1860.
1	The Buffalo and Lake Huron :			
	From temporary terminus to Station, East Street, Goderich.....	Hon. H. H. Killaly .	1.27	16th May.
2	The Grand Trunk Railway :			
	From St. Paschal to Rivière du Loup....	Mr. S. Keefer.....	25	2nd July.
	Kingston Branch	Hon. H. H. Killaly..	2	10th Nov.
3	The Brockville and Ottawa :			
	Tunnel from temporary terminus to Harbour at Brockville.....	Hon. H. H. Killaly..	.75	31st Dec.
	Total miles.		29.02	

Number of miles inspected by Hon. H. H. Killaly..... 4.02

" Mr. S. Keefer..... 25.00

INSPECTOR OF RAILWAY'S OFFICE, QUEBEC,
September, 1861.

RAILWAYS OF CANADA.

Railways in progress of construction and the length that probably will be opened this year, 1861.

No.	CORPORATE NAME OF RAILWAY.	Length in Miles.	Length expected to be opened in 1861.
1	The Hamilton and Port Dover Railway: Hamilton to Caledonia.....	17	
2	The Brockville and Ottawa Railway: Almonte to Castleford on the Bonchère.....	32	
3	The Stanstead, Shefford and Chambly Railway: Granby to Stukely.....	17	17
4	The Peterborough and Chemung Lake Railway:	10	
5	The Buffalo and Lake Huron Railway: From East Street to Goderich Harbour.....	$\frac{1}{2}$	$\frac{1}{2}$
6	The Arthabaska and Three Rivers Railway:	35	35
	Total Miles.....	111 $\frac{1}{2}$	52 $\frac{1}{2}$

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

No. 4.

30, under the

	Date of Opening.
	1360.
7	16th May. 2nd July. 10th Nov.
5	31st Dec.
2	

RAILWAYS OF CANADA.

Progress Report of Permanent work substituted for Temporary, from 1st January, 1859, to 1st January, 1861.

No.	on	List.	CORPORATE NAME OF RAILWAY.	Pile and Trestle replaced by Culvert and Embankment.		TRUSS.		No. of Wooden Bridges.		BENT AND BEAM.		WOODEN BRIDGES RE-BUILT.		WOODEN BRIDGES AND SWING BRIDGES RE-PLACED BY IRON AND STONE ARCHES.			
				No. of Bridges.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Bridges.	By GIRDERS.	By TUBES.	By STONE ARCHES.	
1	Great Western.....			1	616	2	5 323	2	90	3	2 412	1 180	2	184			
2	Grand Trunk.....			5	1446	8	10 900	.....	.....	5	6 337	1 110	.....	.....			
3	Northern.....			8	2132	.....	.....	.....	.....	.....	.....	.....	.....	.....			
4	Buffalo and Lake Huron.....			5	461	.....	.....	.....	.....	.....	.....	.....	.....	.....			
8	Port Hope, Lindsay and Beaverton.....			1	300	.....	.....	.....	.....	.....	.....	.....	.....	.....			
12	Montreal and Champlain.....			20	4955	10	151223	2	90	8	8 749	2 290	2	184			
ABSTRACT.																	
	Trestle Work replaced by Embankment.....				4955 feet.												
	Wooden Bridges replaced by Iron and Stone.....				1223 "												
	Permanent Works substituted for Temporary.....				6178 "												
	Wooden Bridging re-built.....				1313 "												
	Total.....				7491 "												

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

RAI

Description and Length of Bridging on a No. 8.

No.	CORPORATE NAME OF RAILWAY.	Length in Miles.	WOODEN						the 1st	
			No. of Bridges.	TRESSELS.		PILE.		span in feet.	Extreme Length in feet.	
				No. of Spans.	Length in Feet.	No. of Spans.	Length			
1	Great Western and Branches.....	345	186	223	5,218	36				
2	Grand Trunk and Branches.....	872	242			14				
3	Northern.....	95.14	37	119	3,043	40				
4	Buffalo and Lake Huron.....	162.27	54	114	2,165	18				
5	London and Port Stanley.....	24	9	28	897			40	106	
6	Welland.....	25	3					66	126	
7	Erie and Ontario.....	17	7	37	600			50	114	
8	Port Hope, Lindsay and Beaverton, and Branches	56.50	25	97	3,176			64	104	
9	Cobourg and Peterborough.....	28	12			649	8	60	92	
10	Brockville and Ottawa and Branch.....	63.54	16					52	126	
11	Ottawa and Prescott.....	54	26	130	1,910	89		49	122	
12	Montreal and Champlain.....	81.76	43	2	18			40	60	
13	Carillon and Grenville.....	12.75	4					64	147	
14	St. Lawrence and Industry.....	12	4					40	80	
15	Stanstead, Shefford and Chambly.....	28	4	6	120	119	1			
16	Peterboro' and Chemung Lake.....	4						40	50	
		1,880.96	672	756	17,147	965	12	1047		

INSPECTOR OF RAILWAYS OFFICE, QUEBEC.
September, 1861.

Total.....7491 "

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

RAILWAYS OF CANADA

Description and Length of Bridging on all the Railway Lines in operation

No.	CORPORATE NAME OF RAILWAY.	Length in Miles.	WOODEN BRIDGES.								
			No. of Bridges.	TRESELS.		PILE.		BENT & BEAM.		ARCH & TRUSS.	
				No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.
1	Great Western and Branches.....	345	186	223	5,218	36	439	359	9,213	61	6,014
2	Grand Trunk and Branches.....	872	242	...	...	14	220	224	3,427	19	2,157
3	Northern.....	95.14	37	119	3,043	40	459	10	129	7	654
4	Buffalo and Lake Huron.....	162.27	54	114	2,165	18	231	59	1,275	21	1,954
5	London and Port Stanley.....	24	9	28	897	...	...	24	745	3	441
6	Welland.....	25	3	...	...	...	...	1	30	4	240
7	Erie and Ontario.....	17	7	37	600	...	...	10	254	5	182
8	Port Hope, Lindsay and Beaverton, and Branches	56.50	25	97	3,176	...	...	6	73	5	313
9	Cobourg and Peterborough.....	28	12	...	...	649	8,442	6	115	38	2,722
10	Brockville and Ottawa and Branch.....	63.54	16	...	...	...	...	20	465	2	177
11	Ottawa and Prescott.....	54	26	130	1,910	89	844	23	412	5	427
12	Montreal and Champlain.....	81.76	43	2	18	...	...	43	861	2	68
13	Carillon and Grenville.....	12.75	4	...	...	...	...	...	...	8	323
14	St. Lawrence and Industry.....	12	4	...	...	...	...	4	98	...	...
15	Stanstead, Shefford and Chambly.....	28	4	6	120	119	1,430	8	450	...	...
16	Peterboro' and Chemung Lake.....	4	...	...	...	...	...	...	...	...	...
		1,880.96	672	756	17,147	965	12,065	797	17,548	180	15,672

INSPECTOR OF RAILWAYS OFFICE, QUEBEC.
September, 1861.

WAYS OF CANADA.

the Railway Lines in operation in Canada, on the 1st of January, 1861.

BRIDGES.					IRON BRIDGES.								BRICK OR STONE ARCH BRIDGES.			SWING BRIDGES OF WOOD & IRON.			TOTAL BRIDGING.		
BENT & BEAM.			ARCH & TRUSS		No. of Bridges.	GIRDERS.		TUBES.		BRICK OR STONE ARCH		No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	
No. of Spans.	Length in Feet.		No. of Spans.	Length in Feet.		No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.	No. of Spans.	Length in Feet.										
9	359	9,213	61	6,014	1			1	180	2	184				2	2	232	189	684	21,480	
0	224	3,427½	19	2,157	145	309	1,508½	93	1,370½	30	667	10	19	777	3	4	329	400	712	36,366½	
9	10	129	7	654														37	176	4,285	
1	59	1,275	21	1,954											2	2	196	56	214	5,821	
	24	745	3	441														9	55	2,083	
	1	30	4	240	1	3	265					1	1	20	1	2	114	6	11	669	
	10	254	5	182														7	52	1,036	
	6	73	5	313														25	108	3,562	
	6	115	38	2,722											1	2	126	13	695	11,405	
	20	465½	2	177														16	22	642½	
4	23	412	5	427														26	247	3,593	
	43	861	2	68														43	47	947	
			8	323														4	8	323	
0	4	98																4	4	98	
	8	450													1	1	50	5	134	2,050	
5	797	17,548	180	15,672	147	312	15,350	94	13,884	32	851	11	20	797	10	13	1047	840	3169	94,361	

LOWAY

all the Railro

BRIDGES.

in Feet.	BENT & BEA?	
	No. of Spans.	Length in Feet.
139	359	9,213
220	224	3,427
159	10	129
231	59	1,275
...	24	745
...	1	30
...	10	254
...	6	73
142	6	115
...	20	465
344	23	412
...	43	861
...	...	...
...	4	98
180	8	450
...	...	...
065	797	17,548

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RAILWAYS OF CANADA.

Description of the Swing Bridges on the respective Railways on the 1st January, 1861. (Comprehended in No. 6.)

NAME OF RAILWAY.	WHERE PLACED.	Wood.	Iron.	No. of Spans.	Length of clear span in feet.	Extreme Length in feet.
Great Western.....	Over Welland Canal.....	....	1	1	40	106
do. do.....	" Desjardins Canal.....	....	1	1	66	126
Welland	" Chippewa Creek.....	1....		2	50	114
Buffalo and Lake Huron.....	" Welland Canal.....	1....		1	64	104
do. do. do.....	" " Feeder.....	1....		1	60	92
Cobourg and Peterborough.....	" Rice Lake.....	1....		2	52	126
Grand Trunk (in Canada).....	" Lachine Canal.....	....	1	2	49	122
do. do.....	" Kingston Harbor.....	1....		1	40	60
do. do.....	" Richelieu River.....	1....		1	64	147
Stanstead, Shefford and Chambly....	" " River.....	1....		1	40	80
Total—10 Swing Bridges		7	8	18		1047

INSPECTOR OF RAILWAYS OFFICE, QUEBEC.
September, 1861.

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16

Classification

No.	CORPORATE NAME OF RAILWAY.	Getting on or off Trains while in Motion.				Fell or Thrown Trains.			
		Passengers.		Employés.		Passengers.		Em	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	
1	The Great Western Railway of Canada and its Branches...	1	...	2	2	...	...	1	
2	The Grand Trunk Railway of Canada.....	1	1	...	...	1	...	1	
3	The Northern Railway of Canada.....	...	...	...	...	1	...	...	
4	The Buffalo and Lake Huron Railway.....	...	...	...	...	...	...	...	
5	The London and Port Stanley Railway.....	...	...	...	...	...	...	...	
6	The Montreal and Champlain Railway.....	...	...	...	...	...	...	...	
7	The Carillon and Grenville Railway.....	...	...	...	...	...	...	...	
8	The Brockville and Ottawa Railway.....	...	...	...	...	...	...	...	
9	The Welland Railway....	...	...	...	...	...	...	...	
10	The Erie and Ontario Railway.....	...	...	...	...	...	...	...	
11	The Port Hope, Lindsay and Beaverton Railway.....	...	...	...	...	...	...	...	
12	The St. Lawrence and Industry Railway.....	...	...	...	...	...	...	...	
13	The Stanstead, Shefford and Chambly Railway.....	...	...	...	...	...	...	...	
14	The Prescott and Ottawa Railway.....	...	...	...	...	...	...	...	
15	The Cobourg and Peterboro Railway.....	...	...	...	...	...	...	...	
16	The Peterboro and Chemung Lake Railway.....	...	...	...	...	...	...	...	
Totals.....		2	1	2	2	2	...	2	

INSPECTOR OF RAILWAYS OFFICE, QUEBEC.
September, 1861.

Classification of the Accidents which occurred on the Railways

No.	CORPORATE NAME OF RAILWAY.	Getting on or off Trains while in Motion.				Fell or Thrown from Trains.				Walking, Standing or Lying on Track.				At Road Crossings.				Run over in Hand Cars.				Coupling or Uncoupling Cars.	
		Passengers.		Employés.		Passengers.		Employés.		Employés.		Others.		Employés.		Others.		Employés.		Others.		Employés.	
		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	
1	The Great Western Railway of Canada and its Branches...	1		2	2			1		1		4	2			1						1	
2	The Grand Trunk Railway of Canada.....	1	1			1		1		1		6	1			1	2	4	1	1			
3	The Northern Railway of Canada.....					1				1		1	2				1						
4	The Buffalo and Lake Huron Railway.....									1		2										1	
5	The London and Port Stanley Railway.....											1											
6	The Montreal and Champlain Railway.....											1	1										
7	The Carillon and Grenville Railway.....																				1		
8	The Brockville and Ottawa Railway.....																	3				1	
9	The Welland Railway.....											1										2	
10	The Erie and Ontario Railway.....																						
11	The Port Hope, Lindsay and Beaverton Railway.....																						
12	The St. Lawrence and Industry Railway.....																						
13	The Stanstead, Shefford and Chambly Railway.....																						
14	The Prescott and Ottawa Railway.....																						
15	The Cobourg and Peterboro Railway.....																						
16	The Peterboro and Chemung Lake Railway.....																						
Totals.....		2	1	2	2	2		2		4		16	6			2	3	7	1	1	1	5	

INSPECTOR OF RAILWAYS OFFICE, QUEBEC.
September, 1881.

Accidents on the Railways of Canada, in the Year 1859.

rs.	Run over in Hand Cars.					Coupling or Uncoupling Cars.		Struck by Bridge or other object near Train.				Defective Construction and Bad Material.				Collisions of Trains.				Burned.	Total of each Class of Persons.						Total.	REMARKS.				
	Employés.		Others.			Employés.		Passengers.		Employés.		Passengers.		Employés.		Passengers.		Employés.			Passengers.		Employés.		Others.				Total.			
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.		
2	4	1	1	1	1	2	1					3	4	25	3		1			2		1	6	26	8	7	5	2	19	35	See Official Returns.	
1																						1	2	1	8	2	8	3	18	6	do.	
																								1		1	1	3	3	3	do.	
																									1	2	2	4	1	1	do.	
																										1	1	1	1	1	1	do.
	3				1																						1	1	4	4	1	No Accident.
						2																							3			do.
																																do.
																																do.
																																do.
3	7	1	1	1	5	3						3	4	25	3	1		1	2		1	9	27	25	10	19	10	53	47			do.

Collision of Trains.				Defective Construction and Bad Material.		Total of each Class of Persons.									
Passengers.		Employés.		Employés.		Passengers.		Employés.		Others.		Total.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
		2	16		2	3	2	8	23	17	4	28	29		
					2		1	6	10	4	4	10	15		
					1			3	4	1	1	4	5		
		1				1		2	1	1		4	1		
									2	1		1	2		
								1		2		2			
										1		1			
											1			1	
								1				1			

Classification of the Accidents which occurred on the Railway

No.	CORPORATE NAME OF RAILWAY.	Getting on or off Trains while in motion.						Fell or thrown from Trains.				Walking, Standing or Lying on Track.				At Road Crossing.		Coupling or Uncoupling.	
		Passengers.		Employés.		Others.		Passengers.		Employés.		Employés.		Others.		Others.		Employés.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	The Grand Trunk Railway of Canada.....	1	1			1		2		1		2		14	2	2	2	2	
2	The Great Western Railway of Canada.....		1	1	1		1			1		2	1	4	3			2	
3	The Northern Railway of Canada.....											2		1	1			1	
4	The Buffalo and Lake Huron Railway.....	1			1									1					
5	The Brockville and Ottawa Railway.....													1					
6	The Montreal and Champlain Railway.....											1		1					
7	The Prescott and Ottawa Railway.....					1										1			
8	The Welland Railway.....													1					
9	The Erie and Ontario Railway.....														1				
10	The Stanstead, Shefford and Chambly Railway.....											1							
11	The Port Hope, Lindsay and Beaverton Railway.....													1					
12	The Carillon and Grenville Railway.....																		
13	The St. Lawrence and Industry Railway—No accident.														1				
14	The London and Port Stanley Railway do.																		
15	The Peterboro and Chemung Lake Railway do.																		
16	The Cobourg and Peterboro Railway do.																		
	Totals.....	2	2	1	2	2	1	2		1	1	8	1	24	8	3	2	5	1

INSPECTOR OF RAILWAYS OFFICE, QUEBEC,
September, 1861.

occurred on the Railways of Canada in the Year 1860.

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Third
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Bonds.

Bonds.)

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No. 11.

n the United States, owned and worked by the same Companies;

Third ference Bonds.	GOVERNMENT LOAN.	FLOATING DEBT.	INTEREST PAID ON DEBT IN 1860.	Dividends paid in 1860.	SURPLUS ON HAND AT CLOSE OF FISCAL YEAR 1860.
Bonds.)	2,791,947.00	.....	\$528,254.00	3 per ct. for 6 months.	\$76,848.00
her Bonds. 096,450.60	15,142,633.33	\$12,163,213.07	1,039,635.72 (Exclusive of Rents and Mortgages.)		
287,481.35	2,311,666.67	.....	55,545.21	....	16,955.24
.....	.....	145,999.99	146,000.00	.....	843.39
.....	.....	77,770.00	.....	.....	.....
.....	.....	211,851.93	.....	.....	.....
.....					
.....					
.....	.....	280000.00	4,968.00	.....	.....
243,333.34	.....	179332.37	2,321.90	.....	.....
84,400.00	.....	285525.51	92,451.69	.....	4,002.13
.....					
.....	.....	908 00	48.00	2 per ct.	151.00
.....					
.....					
711,665.29	20,246,247.00	13,344,600.87	1,869,224.52		98,799.76

RAILWAYS OF CANADA

Abstract of Fiscal Returns of the Railway Companies in Canada, shewing the length and cost of Main Line and Branches, with statements of funded and floating debt, up to

No.	CORPORATE NAME OF RAILWAY.	LENGTH OF RAILWAY.							COST OF ROAD AND EQUIPMENTS.	CAPITAL STOCK PAID IN.
		MAIN LINE.			BRANCHES.					
		Main Track.	Double Track addition'l	Sidings.	Main Track.	Double Track. addition'l	Sidings.	Total of Miles, Single Track.		
1	Great Western and its Branches: 1. Sarnia..... 2. Toronto..... 3. Guelph.....	229.00	....	50.50	116.00	....	10.66	406.16	\$23,000,104.00	16,158,641.00
2	Grand Trunk: 1. Portland Division..... 2. Eastern Division..... 3. Rivière du Loup Line..... 4. Central Division..... 5. Western Division..... 6. Detroit Extension.....									
		149.25	....	25.75	1.25	....	....	176.25	55,690,039.92	13,524,803.48
		239.50	....	27.50	4.00	....	2.50	273.50		
		118.50	....	3.75	....	....	....	122.25		
		333.00	....	29.75	2.00	....	....	364.75		
		168.75	....	20.75	21.75	....	1.75	213.00		
		59.00	....	8.75	....	....	....	67.75		
		1068.00	....	116.25	29.00	....	4.25	1217.50		
3	Northern.....	95.14	....	9.93	....	....	1.63	106.70	3,890,778.68	823,818.50
4	Buffalo and Lake Huron.....	161.02	....	8.75	1.25	....	....	171.02	6,403,045.86	4,345,701.26
5	London and Port Stanley.....	24.00	....	2.25	....	....	....	26.25	1,017,220.00	939,542.00
6	Welland.....	25.00	....	....	....	....	....	25.00	1,309,209.92	710,299.60
7	Erie and Ontario.....	17.00	....	....	....	....	....	17.00	....	....
8	Port Hope, Lindsay and Beaverton..... 1. Millbrook and Peterborough Branch.....	43.00	....	2.50	....	....	....	59.00	....	....
9	Cobourg and Peterboro'.....	28.00	....	....	....	....	....	28.00	....	....
10	Brockville and Ottawa..... 1. Perth Branch.....	52.00	....	3.30	....	....	....	67.34	1,901,000.00	207,000.00
11	Ottawa and Prescott.....	54.00	....	2.00	....	....	....	56.00	1,432,647.21	300,630.35
12	Montreal and Champlain..... 1. Boundary Line to Rouse's Point.....	81.00	....	5.66	0.76	....	....	89.42	2,485,425.16	1,226,250.00
13	Carillon and Grenville.....	12.75	....	0.25	....	....	....	13.00	50,171.00	42,300.00
14	St. Lawrence and Industry.....	12.00	....	0.50	....	....	....	12.50	....	....
15	Stanstead, Shefford and Chambly.....	28.00	....	....	....	....	....	....	....	....
16	Peterborough and Chemung Lake.....	4.00	....	....	....	....	....	....	....	....
		1935.91	....	201.89	172.05	....	17.04	2294.89	97,179,641.75	38,278,986.19
		Average for 1974.46 miles..... (per mile) ..							\$49,218.00	\$19,387.00

OFFICE OF INSPECTOR OF RAILWAYS, QUEBEC.

AYS OF CANADA.

Main Line and Branches, including the connecting lines in the United States, owned and worked by the same Companies; and floating debt, up to 31st December, 1860.

COST OF ROAD AND EQUIPMENTS.	CAPITAL STOCK PAID IN.	FUNDED DEBT.			GOVERNMENT LOAN.	FLOATING DEBT.	INTEREST PAID ON DEBT IN 1860.	Dividends paid in 1860.	SURPLUS ON HAND AT CLOSE OF FISCAL YEAR 1860.
		First Preference Bonds.	Second Preference Bonds.	Third Preference Bonds.					
\$23,000,104.00	16,158,641.00	\$6,327,640.00	(Included in 1st	Pref. Bonds.)	2,791,947.00	.....	\$528,254.00	3 per ct. for 6 months.	\$76,848.00
55,690,039.92	13,524,803.48	9,733,333.33	\$4,066,262.23	Other Bonds. \$17,096,450.60	15,142,633.33	\$12,163,213.07	1,039,635.72 (Exclusive of Rents and Mortgages.)		
3 890,778.68	823,818.50	491,046.67	1,092,566.68	287,481.35	2,311,666.67	.....	55,545.21	....	16,955.24
6,403,045.86	4,345,701.26	2,433,333.33	811,111.11	.....	.....	145,999.99	146,000.00	.....	843.39
1,017,220.00	939,542.00	399,400.00	120,000.00	.....	.....	77,770.00	.....	.....	.....
1,309,209.92	710,299.60	486,666.67	243,333.33	.....	.....	211,851.93	.....	.....	.....
.....									
.....	.....	608,333.33	.....	.....	.....	.....	.....	.....	.....
.....									
1,901,000.00	207,000.00	.....	648,000.00	.....	.....	280,000.00	4,968.00	.....	.....
1,432,647.21	300,630.35	486,666.67	300,000.00	243,333.34	.....	179,332.37	2,321.90	.....	.....
2,485,425.16	1,226,250.00	777,186.66	192,200.00	84,400.00	.....	285,525.51	92,451.69	.....	4,002.13
.....									
50,171.00	42,300.00	.....	.....	.....	.....	908.00	48.00	2 per ct.	151.00
.....									
.....									
97,179,641.75	38,278,986.19	21,743,605.66	7,473,473.35	17,711,665.29	20,246,247.00	13,344,600.87	1,869,224.52		98,799.76
\$49,218.00	\$19,387.00								



Abstract of Fi

No.	CORPORATE NAME OF RAILWAY.	From		
		Through Passengers.	Local Passengers.	Freight Live St
1	Great Western (and Branches)	\$594,736.43	\$426,965.05	\$659,7Tot
2	Grand Trunk (and Branches)	284,224.75	935,534.12	306,8Per
3	Northern.....	2,992.28	85,749.21	50,3
4	Buffalo and Lake Huron.....	1,6081.34	84,050.68	29,04,8
5	London and Port Stanley.....		11,039.20	1,7
6	Welland.....		6,281.41	47,2
7	Erie and Ontario.....			4
8	Port Hope, Lindsay and Beaverton (and Branch.)	15,534.12		8,7,1
9	Cobourg and Peterborough.....			2
10	Brockville and Ottawa (and Branch).....		27,005.56	2
11	Ottawa and Prescott	11,020.72	26,755.23	24,9.
12	Montreal and Champlain		113,434.69	1
13	Carillon and Grenville			
14	St. Lawrence and Industry	1,596.00		5,6.
15	Stanstead, Shefford and Chambly.....			
16	Peterborough and Chemung Lake.....			
		\$926,185.64	\$1,716,815.15	\$1,132,40

OFFICE OF INSPECTOR OF RAILWAYS, QUEBEC.

RAILWAYS OF CANADA

Abstract of Fiscal Returns of the Railway Companies, for the year 1860, including their Un

No.	CORPORATE NAME OF RAILWAY.	EARNINGS IN THE YEAR 1860.								
		From Through Passengers.	From Local Passengers.	From Thro' Freight and Live Stock.	From Local Freight and Live Stock.	From Lumber and Cordwood.	From Mails.	From Parcels and Express.	From other sources.	Total Earnings.
1	Great Western (and Branches)	\$594,736.43	\$426,965.05	\$659,725.05	\$431,252.87	.....	\$40,193.43	\$33,136.68	\$11,933.82	\$2,197,943.34
2	Grand Trunk (and Branches)	284,224.75	935,534.12	306,813.06	1,393,053.67	\$249,361.20	110,340.20	27,597.24	42,733.94	3,349,658.18
3	Northern.....	2,992.28	85,749.21	50,367.62	186,085.80	.....	3,564.14	.....	4,207.96	332,967.01
4	Buffalo and Lake Huron.....	1,6081.34	84,050.68	29,002.34	173,996.30	.....	4,830.00	5,017.27	2,786.06	315,763.99
5	London and Port Stanley.....	.....	11,039.20	.....	16,046.58	500.00	960.00	222.43	617.56	29,385.57
6	Welland .....	.....	6,281.41	47,207.92	.....	.....	.....	.....	11,065.07	64,554.40
7	Erie and Ontario.....	.....	.....	8,700.58	8,783.39	19,149.95	1,290.00	.....	236.00	53,694.04
8	Port Hope, Lindsay and Beaverton (and Branch.)	15,534.12	.....	.....	.....	.....	.....	.....	.....	.....
9	Cobourg and Peterborough.....	.....	27,005.56	.....	19,272.99	5,320.50	1,885.97	316.08	.....	53,801.10
10	Brockville and Ottawa (and Branch).....	11,020.72	26,755.23	24,957.63	5,696.80	4,338.40	1,749.60	684.87	158.91	75,362.16
11	Ottawa and Prescott .....	.....	113,434.69	.....	82,628.69	.....	6,841.00	.....	29,899.06	232,803.44
12	Montreal and Champlain .....	.....	.....	5,633.00	.....	1,567.00	.....	.....	.....	7,937.25
13	Carillon and Grenville	1,596.00	.....	.....	.....	.....	.....	.....	.....	8,796.00
14	St. Lawrence and Industry .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Stanstead, Shefford and Chambly.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Peterborough and Chemung Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		\$926,185.64	\$1,716,815.15	\$1,132,407.20	2,316,817.09	\$280,237.05	\$171,654.34	66,974.57	\$103,638.38	\$6,722,666.48

* Item subsequently explained by the General Manager's letter of 12th Sep

WAYS OF CANADA.

ar 1860, including their United States connections, shewing the Earnings and Expenses for the year.

EXPENSES IN THE YEAR 1860.										Net Income for 1860.	DEDUCTIONS FROM RETURNS.		
From other sources.	Total Earnings.	On Permanent Way and Works.	For Locomotive Power.	On Rolling Stock.	Passenger Transit.	Freight Transit.	Miscellaneous.	Total Expenses.			Earnings per Mile per Week.	Expenses per Mile per Week.	Per Centage of Expenses to Earnings
\$11,933.82	\$2,197,943.34	\$36,583.00	\$393,155.00	\$93,097.00	\$201,600.00	\$185,387.00	\$758,984.00	\$1,993,806.00	\$204,043.00	\$ c.	\$ c.	\$ c.	91
42,733.94	3,349,658.18	1,293,380.89	859,018.03	722,753.26	259,121.91	538,097.07	1,150,346.16	4,828,717.32	533,075.01	122.51	111.13	49.20	84
4,207.96	332,967.01	61,494.22		37,096.37			157,875.97	2,806,589.17*	72,500.45	67.40	52.72		78
2,786.06	315,763.99	68,850.49	55,243.36	17,826.34	52,542.06	43,746.58	27,982.46	264,191.29	51,572.70	37.48	31.36		83
617.56	29,385.57	667.47	4,778.99	2,657.07	2,497.14	4,144.15	1,511.20	23,256.02	6,129.75	23.55	18.62		78
11,065.07	64,554.40	100.56	4,507.54	1,883.63		23,619.66	13,162.96	51,274.35	13,280.06	49.64	39.44		79
236.00	53,694.04	1,317.53	7,975.47	2,482.87		14,454.45	2,880.69	40,111.01	13,583.03	18.28	13.64		75
	53,801.10	1,340.51		11,062.76		8,559.20	5,464.78	34,427.25	19,373.85	16.30	10.42		64
158.91	75,362.16	1,706.30	16,941.71	3,243.00	5,746.77	11,872.31	3,955.02	51,465.11	23,897.05	26.83	18.33		68
29,899.06	232,803.44	2,668.67	33,240.94	7,611.25		22,934.52	47,894.24	136,349.62	105,708.82	53.45	31.31		59
	7,937.25							5,762.18	2,175.06	11.77	8.54		72
	8,796.00	(All expenses included.)			7,622.00		197.00	7,819.00	978.00	14.06	12.50		88
\$103,638.38	\$6,722,666.48	\$1,861,109.64	\$1,374,861.04	\$899,713.55	\$529,129.88	\$852,814.94	\$2,170,254.48	\$5,675,511.56	\$1,046,316.78	\$63.65	\$53.73		84

Manager's letter of 12th September, 1861. The first sum includes interest on Capital Account, &c.

No. 12.

Mileage per 1000.	Net Income for 1860.	DEDUCTIONS FROM RETURNS.		
		Earnings per Mile per Week.	Expenses per Mile per Week.	PerCentago of Expenses to Earnings
		\$ c.	\$ c.	
06.00	\$204,043.00	122.51	111.13	91
17.32	533,075.01	58.72	49.20	84
089.17*				
66.56	72,500.45	67.40	52.72	78
91.29	51,572.70	37.48	31.36	83
56.02	6,129.75	23.55	18.62	78
74.35	13,280.06	49.64	39.44	79
11.01	13,583.03	18.28	13.64	75
27.25	19,373.85	16.30	10.42	64
65.11	23,897.05	26.83	18.33	68
49.62	105,708.82	53.45	31.31	59
762.18	2,175.06	11.77	8.54	72
319.00	978.00	14.08	12.50	86
511.56	\$1,046,316.78	\$63.65	\$53.73	84

Abstract of Statistical Returns of the Railway Companies for the **No. 14.**

No.	CORPORATE NAME OF RAILWAY.	Fuel	
		By Passenger Trains.	By Mixed Trains.
1	Great Western (and Branches)	545,782	
2	Grand Trunk do.	1,052,961	
3	Northern	125,841	
4	Buffalo and Lake Huron	130,458	
5	London and Port Stanley		33,600
6	Welland		25,230
7	Erie and Ontario		
8	Port Hope, Lindsay and Beaverton, and Branch		46,800
9	Cobourg and Peterborough		
10	Brockville and Ottawa, (and Branch)		49,150
11	Ottawa and Prescott	34,808	
12	Montreal and Champlain	69,374	
13	Carillon and Grenville	5,000	
14	St. Lawrence and Industry	2,420	
15	Stanstead, Shefford and Chambly	17,400	
16	Peterborough and Chemung Lake		
		1,984,044	188,630

OFFICE OF INSPECTOR OF RAILWAYS, QUEBEC.

RAILWAYS O

*Abstract of Statistical Returns of the Railway Companies for the year 1860, shewing the
carried in them*

No.	CORPORATE NAME OF RAILWAY.	TOTAL NUMBER OF MILES			
		By Passenger Trains.	By Mixed Trains.	By Freight Trains.	By Wood and maintenance Trains.
1	Great Western (and Branches)	545,782	....	67,885	36,937
2	Grand Trunk .....do.....	1,052,961	....	1,804,347	337,756
3	Northern.....	125,841	....	132,682	21,512
4	Buffalo and Lake Huron	130,458	....	118,785	85,214
5	London and Port Stanley.....	....	33,600	2,700	5,000
6	Welland .....	....	25,236	22,574	(in mixed)
7	Erie and Ontario.....	....	No return	....	....
8	Port Hope, Lindsay and Beaverton, and Branch..	....	46,800	21,511	5,495
9	Cobourg and Peterborough .....	....	No return	....	....
10	Brockville and Ottawa, (and Branch).....	....	49,157	....	4,558
11	Ottawa and Prescott.....	34,808	....	23,830	9,273
12	Montreal and Champlain.....	69,374	....	104,600	11,659
13	Carillon and Grenville.....	5,000	....	....	1,000
14	St. Lawrence and Industry.....	2,420	10,020	....	....
15	Stanstead, Shefford and Chambly.....	17,400	23,820	....	2,500
16	Peterborough and Chemung Lake.....	....	....	....	....
		1,984,044	188,633	2,909,914	520,904

OFFICE OF INSPECTOR OF RAILWAYS, QUEBEC.

RAILWAYS OF CANADA.

the year 1860, shewing the number of miles run by all Trains and the number of passengers and tons of goods carried in them, &c.

TOTAL NUMBER OF MILES RUN.					Number of Pas- sengers carried in Cars.	Number of Miles travelled by Passengers.	Average number of Miles traveled by each Passenger.	Number of Tons of Freight carried in Cars.	Number of Tons of Freight hauled one Mile.
Mixed Trains.	By Freight Trains.	By Wood and maintenance Trains.	By Piloting, Shunting, &c.	By all Trains (Exclusive of Piloting, Shunting, &c.					
67,885	36,937	451,509	1,261,604	525,632	39,233,969½	74.64	311,443	39,465,936	
1,804,347	337,756	545,550	3,195,064	739,498	52,795,772	71.39	685,624½	.....	
132,682	21,512	20,204	280,035	91,582	3,514,591	38.33	125,245½	7,828,789	
118,785	85,214	83,279	334,457	108,216	3,956,377	36.56	75,521	5,915,295	
2,700	5,000	390	41,300	23,632	354,480	15.00	17,040	.....	
22,574	(in mixed)	30,604	47,810	14,686	205,604	14.00	96,113	.....	
No return	.....	.....	11,220	16,200	133,200	8.23	.....	.....	
No return	21,511	5,495	1,560	73,806	32,183	902,614	28.04	26,588	
.....					3,929	89,391	22.75		
157	4,558	6,868	53,715	35,905	970,490	27.03	43,544	990,872	
.....	23,830	9,273	2,246	67,911	1,539,840	41.59	22,772½	927,357	
.....	104,600	11,659	.....	185,633	3,204,472	20.21	55,455	1,753,056	
.....	1,000			6,000	22,719	222,152½	9.78		
020				12,440	4,200	50,400	12.00		
820		2,500		43,720	14,206	215,868	15.20		
.....									
633	2,909,914	520,904	1,142,210	5,614,715	1,825,755	107,389,221	58.9	1,459,446½	55,881,325

	No.
al	1
aces.	
06.00	\$2
17.33	8
66.55	
91.29	
56.63	
74.35	
11.01	
27.25	
65.11	1
49.62	
73.18	
319.00	
511.56	\$1,0

Abstract of

No.	CORPORATION
1	Great Western
2	Grand Trunk
3	Northern
4	Buffalo and
5	London and
6	Welland
7	Erie and Ontario
8	Port Hope
9	Cobourg and
10	Brockville and
11	Ottawa and
12	Montreal and
13	Carillon and
14	St. Lawrence
15	Stanstead, S
16	Peterborough

INSPECTION

Abstract of Statistical Returns of the Railway Companies for the

No. 14.

No.	CORPORATE NAME OF RAILWAY.	PASSENGERS.			Cost of Fuel
		Through.		Local	
		Up.	Down.	Up.	
1	Great Western (and Branches).....	No. 66,048	No. 57,981	No. 203,136	1
2	Grand Trunk (and Branches).....				1
3	Northern.....		1,609		1
4	Buffalo and Lake Huron.....	5,875	4,184	50,210	1
5	London and Port Stanley.....			11,905	1
6	Welland.....		no return.		1
7	Erie and Ontario.....		no return.		1
8	Port Hope, Lindsay and Beaverton (and Branch)	2,934	2,395	8,013	1
9	Cobourg and Peterborough.....		no return.		1
10	Brockville and Ottawa (and Branch).....			17,500	1
11	Ottawa and Prescott.....	10,509	3,943	8,916	1
12	Montreal and Champlain.....		no return.		1
13	Carillon and Grenville.....				1
14	St. Lawrence and Industry.....				1
15	Stanstead, Shefford and Chambly.....				1
16	Peterborough and Chemung Lake.....				1
		85,366	70,112	299,680	38

Cost of Car repairs per mile, run by Engines.

Cost of repairs of Permanent Way and Works, per mile, run by all Trains.

Cents.

11.75

24.72

19.48

19.00

18.40

9.92

22.63

17.30

13.83

13.29

16.92

INSPECTOR OF RAILWAY'S OFFICE, QUEBEC.

September, 1861.

RAILWAYS OF

Abstract of Statistical Returns of the Railway Companies for the year 1860. Shewing the direction of Traffic and Repairs per

No.	CORPORATE NAME OF RAILWAY.	PASSENGERS.				FREIGHT.							
		Through.		Local.		Through.				Tons up.	Tons down.	Tons up.	Tons down.
		Up.	Down.	Up.	Down.	British Ports.		American Ports.					
						Tons up.	Tons down.	Tons up.	Tons down.				
		No.	No.	No.	No.								
1	Great Western (and Branches).....	66,048	57,981	203,136	198,467		7298	53,500	72,867				
2	Grand Trunk (and Branches).....								no return.				
3	Northern.....		1,609		89,973	567	11,841	1,568	22,582				
4	Buffalo and Lake Huron.....	5,875	4,184	50,210	47,947	2,066	5,134	511	5,768				
5	London and Port Stanley.....			11,905	11,727								
6	Welland.....			no return.			4,761		81,243				
7	Erie and Ontario.....			no return.					no return.				
8	Port Hope, Lindsay and Beaverton (and Branch)	2,934	2,395	8,013	7,855	1,327	12,993		9,520				
9	Cobourg and Peterborough.....			no return.					no return.				
10	Brockville and Ottawa (and Branch).....			17,500	18,405		3,212		5,442				
11	Ottawa and Prescott.....	10,509	3,943	8,916	11,249	11,901	1,350		583				
12	Montreal and Champlain.....			no return.				11,196	19,803				
13	Carillon and Grenville.....							no return.	no return.				
14	St. Lawrence and Industry.....							no return.	no return.				
15	Stanstead, Shefford and Chambly.....												
16	Peterborough and Chemung Lake.....												
		85,366	70,112	299,680	385,623	15,861	46,589	66,775	21,708				

INSPECTOR OF RAILWAY'S OFFICE, QUEBEC.
September, 1861.

RAILWAYS OF CANADA.

No. 14.

Shewing the direction of Travel and Traffic ; the Average Earnings and Expenses per Train per Mile ; and the Cost of Fuel and Repairs per Mile run.

FREIGHT.						Average Earnings per Train, per Mile.			Average Expense per Train, per Mile.			Cost of fuel per mile, run by Engines.	Cost of Engine re- pairs per mile, run by Engines.	Cost of Car repairs per mile, run by Engines.	Cost of repairs of Per- manent Way and Works, per mile, run by all Trains.
Through.			Local.		Total move- ment of Freight tons.	Passenger.	Mixed.	Freight.	Passenger.	Mixed.	Freight.				
Ports. Tons down.	American Ports. Tons up. Tons down.		Tons up.	Tons down.											
7298	53,500	72,867	58,326	118,452	311,443	\$ c. 2.00.5	\$ c.	\$ c. 1.61	\$ c. 1.09.6	\$ c.	\$ c. 0.83.4	Cents. 5.83	Cents. 10.44	Cents. 0.640	Cents. 11.75
.....	no	return.	.....	.....	.....	1.30.5	.....	0.91	.....	no	return.	8.41	8.06	0.99	24.72
11,841	1,568	22,582	11,236	77,551	125,345	0.73.35	.....	1.82.13	.....	1.00.75	.....	8.75	4.80	0.73	19.48
5,134	511	5,768	42,281	19,761	75,521	0.77	.....	1.71	.....	0.79	.....	5.89	2.04	0.79	19.00
.....	.....	.....	6,800	10,240	17,040	.....	0.81	.....	.....	0.64	.....	3.22	11.50	1.27	18.40
4,761	.....	81,243	.....	10,109	96,113	.....	.....	.....	.....	.....	.....	5.00	5.75	2.40	9.92
.....	.....	no	.....	.....	.....	.....	.....	no	.....	return.	.....	.....	.....	.....	.....
12,993	.....	9,520	1,107	1,641	26,588	.....	1.08	.....	.....	0.80.88	.....	3.79	5.77	0.69	22.63
.....	.....	no	.....	.....	.....	.....	.....	no	.....	return.	.....	.....	.....	.....	.....
3,212	.....	5,442	17,500	17,390	43,544	.....	1.09	.....	.....	0.67.50	.....	3.33	7.00	0.50	17.30
1,350	.....	583	6,178	2,760	22,772	0.86.79	.....	1.28.64	0.64.11	.....	0.82.17	9.64	2.81	3.92	13.83
.....	11,196	19,803	24,456	.....	55,455	.....	1.15	.....	.....	0.73.45	.....	6.04	5.14	3.82	13.29
.....	no	return.	.....	.....	.....	.....	.....	.....	.....	no	return.	.....	.....	.....	.....
.....	no	return.	.....	.....	.....	.....	.....	.....	.....	no	return.	.....	.....	.....	.....
.....															
46,589	66,775	21,708	167,884	258,904	773,821	.....	.....	.....	.....	.....	.....	6.00	6.34	1.57	16.92

RAILWAYS OF CANADA.

Dr. J. C. Cunningham During 1960 the average onset and the average number

RAILWAYS OF CANADA.

Abstract of Statistical Returns of Railway Companies for the Year 1860, shewing the average speed, and the average number of Cars in the Trains.

CORPORATE NAME OF RAILWAY.	AVERAGE SPEED OF TRAINS PER HOUR, IN MILES.						AVERAGE NUMBER OF CARS IN TRAINS.					
	Express Trains.		Accommodation Trains.		Mixed Trains.		Freight Trains.		Passenger.	Mixed.	Freight.	Wood and Maintenance.
	Including Stops.	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.				
1 Great Western (and Branches)	24 71	27 50	19 85	22	12 83	15 50	13 66	16	5	13 50	23	21
2 Grand Trunk	25	30	22	26	15	17	12 15	15	4 16	10 34	14 15	10 34
3 Northern	20	25	19 23	22 45	14 54	18 32	12 15	15 34	6 24	12 30	13	10
4 Buffalo and Lake Huron.	24 27	25 92	19 23	22 45	18	20	16 18	18	2 25	5	5	5
5 London and Port Stanley .....	.....	.....	.....	.....	13 30	20	12 15	15	1	10	10	.....
6 Welland .....	.....	No	return.	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Erie and Ontario .....	.....	No	return.	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Port Hope, Lindsay & Beaverton, (& Branch) .....	.....	No	return.	.....	.....	.....	.....	.....	.....	.....	.....	.....
9 Cobourg and Peterborough .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Brockville and Ottawa, (and Branch) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 Ottawa and Prescott	22	25	14	16	13	17	12 14	13	3	9	8	10
12 Montreal and Champlain	30	35	16	24	26	30	12 13	13	3	8	10	3
13 Carillon and Grenville .....	.....	.....	.....	.....	.....	.....	.....	.....	2	6	6	6
14 St. Lawrence and Industry .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 Stanstead, Shefford and Chambly .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16 Peterborough and Chemung Lake .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Average	24 30	29 50	.....	.....	.....	.....	13 00	15 00	3 2	7 5	11 6	9 7

OFFICE OF THE INSPECTOR OF RAILWAYS, QUEBEC,
September, 1861.

RAILWAYS OF CANADA.

Abstract of the Statistical Returns of the Railway Companies, for the year 1860, shewing the number of persons employed on all the Railways.

No.	CORPORATE NAME OF RAILWAY.	At the Head Office.	Telegraph Operators.	Station Agents.	Switchmen.	Others at Stations.	Mechanics and others in Repair and Machine Shops.	On Permanent Way and Works.	Enginemen.	Firemen.	Brakemen and Baggage-men.	Conductors.	Elevators and Shipping.	Total employed on Line.
1	Great Western (and Branches).....	38	43	90	70	218	602	740	51	51	113	33	..	2,049
2	Grand Trunk (").....	74	63	140	119	452	875	813	146	151	186	99	..	3,118
3	Northern.....	11	10	15	18	60	74	125	14	14	20	9	..	370
4	Buffalo and Lake Huron.....	27	4	19	11	35	178	125	14	15	23	7	..	458
5	London and Port Stanley.....	1	..	3	..	4	4	20	2	2	1	1	..	38
6	Welland.....	4	6	6	3	4	24	28	4	4	6	1	14	104
7	Erie and Ontario.....	..	..	..	..	..	..	No return.	..	..	..	..	..	..
8	Port Hope, Lindsay and Beaverton (and Branch).....	3	..	6	3	..	104	33	25	25	4	11	..	66
9	Cobourg and Peterborough.....	..	..	..	..	..	..	No return.	..	..	..	..	..	..
10	Brockville and Ottawa (and Branch).....	4	..	7	6	5	5	33	3	6	3	2	..	74
11	Ottawa and Prescott.....	5	1	5	3	14	14	34	4	4	6	2	..	92
12	Montreal and Champlain.....	4	..	15	7	41	45	58	7	8	12	5	..	292
13	Carillon and Grenville.....	1	..	1	..	..	1	4	1	1	1	1	..	11
14	St. Lawrence and Industry.....	3	..	1	2	..	5	6	2	2	2	1	..	24
15	Stanstead, Shefford and Chambly.....	..	..	..	..	..	..	..	..	..	..	..	..	..
16	Peterborough and Chemung Lake.....	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals.....	175	127	308	242	833	1,837	2,019	2,501	2,601	377	1,621	14	6,606

OFFICE OF THE INSPECTOR OF RAILWAYS,
QUEBEC, September, 1861.

Average per mile, 3.27 men.

VERDICT OF THE CORONER'S INQUEST,

On the Fatal Accident which took place on the Great Western Railway on the morning of the 19th of March, 1859.

"That the said William Milne, Alexander Braid, George Morgan, a person called Hans Peter Jochinson, C. Vigil King, and Thomas Fawcett, came to their deaths in the manner following, that is to say :

"That on the morning of the 16th day of March instant, a certain Locomotive Steam Engine named the "Elk," with a certain tender and baggage car attached thereto, and worked therewith ; and also with drivers, to wit, four cars used for the conveyance of passengers for hire, (and forming the 'Express' train going East,) on a certain Railway called the Great Western Railway, and which said cars respectively were then attached and fastened together, and to the said Tender, and were then propelled or drawn by the said Locomotive Steam Engine, and were moving and travelling along the said Railway, towards the City of Hamilton—and the jurors aforesaid, upon their oaths aforesaid, do further say, that whilst and during the time the said Locomotive, Tender and Cars, were so moving and travelling along said Railway, they were suddenly precipitated into a breach, which, during a severe storm then raging, had been formed in a certain embankment, forming part of said Railway, and situated about two miles from the town of Dundas, by means whereof the said William Milne, Alexander Braid, George Morgan, and a person said to be Hans Peter Jochinson, there received divers mortal wounds, bruises, and concussions, of which the said William Milne, Alexander Braid, George Morgan, and a person said to be Hans Peter Jochinson, instantly died ; That the said Charles Vigil King and Thomas Fawcett have subsequently died, and so the jurors aforesaid upon their oaths do say, that the said William Milne, Alexander Braid, George Morgan, a person said to be Hans Peter Jochinson, Charles Vigil King and Thomas Fawcett, in manner and by means aforesaid, came to their death, and not otherwise.

"They further say, that from a personal survey of the scene of said disaster and a careful examination of the immediate and adjacent grounds made in company with the Provincial Inspector of Railroads, they find that the said embankment has been formed on a slope of the mountain which rises above one hundred feet in height above it, at an angle of about 35 degrees ; that the base of said embankment is a continuation of said slopes, though it may not fall at quite so great an angle ; that it has been comprised of sand and gravel covering a trestle work, and is about sixty feet in perpendicular height on the south side, and about twenty-five on the north, or side next to the mountain ; they further find that the point at which the breach has occurred, seems to be one of conveyance of a large portion of the surface water which is discharged from about sixty acres of the high table land to the northward of the Railway ; they also find that the means which have been employed for conducting this converging flow of water from the natural basin, which it seems to have formed for itself at the base of the Railway embankment, have not been sufficient to prevent the water from penetrating it, and thus, no doubt, directly causing the breach which has occurred. They find that at the point of the breach there is no culvert, or drains of any kind through the embankment ; and while there is a culvert at the distance of four hundred and fifty feet to the Eastward, of quite a sufficient capacity and strength to convey all the water which might, under any circumstances, drain towards it, and a sufficient decline for such drainage, yet the only channel for the intervening distance is formed simply by the angle of depression

Totals.....	175	127	308	242	833	1,837½	2,019	250½	260½	377	162½	14	16,606
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OFFICE OF THE INSPECTOR OF RAILWAYS,
QUEBEC, September, 1861.

Average per mile, 3.27 men.

"of the mountain on one side, and the Railway embankment on the other. That
 "the natural drainage of about one thousand feet westward, is towards the said
 "culvert, but the water instead of running down the said channel, has usually
 "percolated through the embankment, except on the occasion of heavy rains,
 "when a considerable portion of it, no doubt, has found its way to the culvert ;
 "they also find that the decline towards the culvert is very irregular, for, accord-
 "ing to levels taken by the Government Inspector between the breach and the
 "culvert, the greater portion of descent is within fifty feet of the culvert, and the
 "highest point is at the distance of about 350 feet, where the rise is 1,277 feet,
 "while immediately opposite the breach, the rise is only 1,046, shewing a basin
 "of 2 feet 4 inches opposite the breach, which, of course, in cases of heavy rains,
 "would cause a body of water of upwards of two feet in depth to lie at this point
 "or find its way through the loose stones at their base, through or under the
 "embankment itself. Further, it is the unanimous opinion of said jurors, that
 "had there been either a culvert at the point of breach, or an efficient drain
 "constructed, communicating with the existing culvert, the disaster would not
 "have occurred. The said jurors would further add, that the Railway Company,
 "nevertheless, seemed to have taken every reasonable precaution to provide
 "against all the ordinary contingencies, and that their general arrangements are
 "such as are well adapted for the security of passengers, and it is only to be
 "regretted that their watchfulness has not been adequate to guard against the
 "effects of a storm so severe as that lately experienced. The only suggestion the
 "said jurors would be disposed to offer in the matter of such arrangements is,
 "that a watchman should be required on occasions of violent rains occurring
 "during the night, to pass frequently over embankments of such magnitude.
 "The said jurors would further add, that no culpability nor negligence can be
 "attributed to the Conductor or other employes of the Company in charge of the
 "ill-fated train, but, on the contrary, their conduct has been characterized by all
 "possible care and efficiency, and every assistance possible under the circum-
 "stances, was rendered to the wounded.

"The said jurors would, in conclusion, remark that they would fail in their
 "duty, were they not to record their high approbation of the conduct of Mr.
 "Brydges, the Managing Director, and other prominent officers of the Railway
 "Company, on the occasion of the sad accident. Their untiring efforts to alleviate
 "the distress, by the furnishing of medical and other attendance, the opening
 "up of communication with the friends of the wounded, and the facilities which
 "they have in all respects, unsolicited, furnished for satisfactorily conducting
 "this investigation, have been such as to call for the thanks of the said jurors and
 "all interested."

(Signed,) JAMES McMILLAN,
 Coroner.

A correct copy of the Verdict.

(Signed,) W. C. STEPHENS,
 Secretary G. W. Ry., Co.

, made in compliance with the Provisions of the "Accidents on Railways Act," 20th

Loss to Property.	Cause of Accident—Action taken by Company to prevent recurrence, REMARKS.	Verdict of Coroner's Jury.
.....	Struck his head against a post while looking out of side of car.	Not seriously hurt.
.....	Ran over by train while lying on track, apparently insensible.	
.....	Ran over by Engine Lioness while attempting to get on to the Engine when in motion. He had no business on the Engine.....	No Inquest.
.....	Chappel was driving a waggon across the track, and being intoxicated, did not take any notice of the train coming....	Accidental death.
.....	Missed his footing while standing between the cars endeavouring to uncouple them, fell, the two last cars on train passing over him and crushing his head.	Accidental death.
.....	Head crushed by the stakeholders at the end of two lumber cars striking him while in the act of coupling them.	Not seriously hurt.
.....	Struck by Engine while walking on the track—the Driver sounded the alarm whistle and put on brakes.....	Accidental death.
.....	Struck by Engine while walking on the track; the accident occurred in consequence of the girl's indecision in stepping first on one side of the track, then on the other. }	Not seriously hurt.
1 and Conduc- } estroyed; 1 1st } 4 Freight Cars } naged..... }	Accommodation train ran into the rear of the mixed, in consequence of the mixed having been stopped by snow drifts, and the Engine Driver of the Accommodation Train, unable to pull up in time, as the track was slippery with snow.	
.....	Ran over by Engine while lying on the track.....	Ran over and killed by Engine while in state of intoxication.
.....	Ran over by Yard Engine while standing on track, and being very deaf, did not hear the alarm signal that was sounding at the time.....	No Inquest held.

(Signed)

W. C. STEPHENS.

Secretary Great Western Railway Company.

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY of Canada during the half-year ending 31st December 1859.
Victoria, Chapter 12th, Sec.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engine-man.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, or other.
1859.								
July	4	Day Express, West.	Hawkins	Hindmarsh	Gem.	Nr. Ingersoll	Jno. Farrell	Brakes
"	15	No. 2 West.	W. Leonard	Black	Venus	1 mile East of Wellington Square.	Wm. Trouton	Trackman
"	16			Pat. Maher	Lioness	Hamilton Station Yard.	E. Nixon	Car not
August	10	No. 4 Accommodation East.	W. Leonard	Miller	Mercury	1st. crossing west of Wellngt'n Square	James Chappell	
September	2	No. 2 Mixed West.	Porter	Haver	Pluto	Mt. Brydges	Isaac Heysett	Brakes
October	13	No. 4 Freight East	J. Mulreaney	G. Knox	Atlas	Woodstock	Jno. Downing	Brakes
"	28	Mixed East.	T. Weston	Williams	Mars	Wyoming, Lambton Co.	Jane Davis	
November	1	Accommodation West	Griswold	G. Burdett	Paris	2 miles west of Suspension Bridge.	Anna Bryan	Apple
December	3	{ No. 6 Mixed East and Accommodation East. }	Flinn Prince	T. Cox G. Lomas	Atlas Ruby	{ 2½ miles west of Suspension Bridge. }	C. Ricker	Passenger
"	10	No. 10 Freight East.	Jno. Hall	Thornton	Etna	2½ miles east of Chatham	An Indian and Squaw } Isaac and Nancy }	
"	26	Yard Engine		Newcombe	St. Lawrence	Windsor Station Yard.	Isaac Covert	
"	31	No. 9 Freight West.	Plummer	Ducker	Lion	Thamesville	Edward Evans	Brakes

The foregoing is subscribed by William Comber Stephens, Secretary of the Great Western Railway Company, sworn to in my presence as a true according to the best of his knowledge and belief, at the city of Hamilton, in the County of Wentworth this 23rd day of January, A. D. 1860.

(Signed)

AMELIUS IRVING
A Commissioner for taking Affidavits

Canada during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

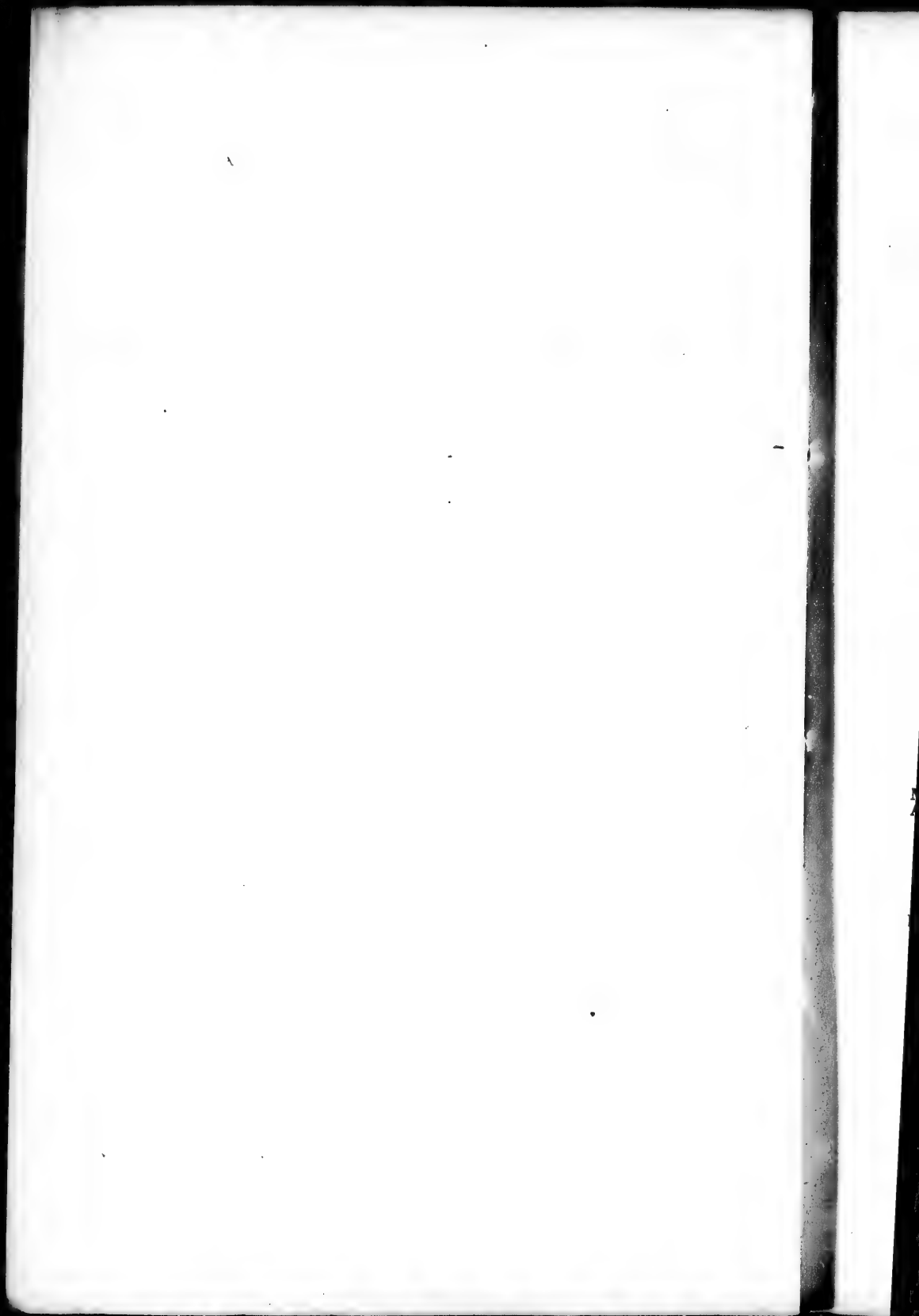
Name or description of person injured or killed.	Whether passenger, employe or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence.	Verdict of Coroner's Jury.
REMARKS.					
Jno. Farrell	Brakesman	Injured his head		Struck his head against a post while looking out of side of car.	Not seriously hurt.
Wm. Trouton	Trackman	Killed		Ran over by train while lying on track, apparently insensible.	
E. Nixon	Car not taken	Killed		Ran over by Engine Lioness while attempting to get on to the Engine when in motion. He had no business on the Engine	No Inquest.
James Chappell		Killed		Chappell was driving a waggon across the track, and being intoxicated, did not take any notice of the train coming	Accidental death.
Isaac Heysett	Brakesman	Killed		Missed his footing while standing between the cars endeavouring to uncouple them, fell, the two last cars on train passing over him and crushing his head	Accidental death.
Jno. Downing	Brakesman	Head Crushed		Head crushed by the stakeholders at the end of two lumber cars striking him while in the act of coupling them	Not seriously hurt.
Jane Davis		Killed		Struck by Engine while walking on the track—the Driver sounded the alarm whistle and put on brakes	Accidental death.
Anna Bryan	Apple pedlar	Not much injured		Struck by Engine while walking on the track; the accident occurred in consequence of the girl's indecision in stepping first on one side of the track, then on the other	Not seriously hurt.
C. Ricker	Passenger	Slightly bruised	One second and Conductors' Car destroyed; 1 1st class and 4 Freight Cars slightly damaged	Accommodation train ran into the rear of the mixed, in consequence of the mixed having been stopped by snow drifts, and the Engine Driver of the Accommodation Train, unable to pull up in time, as the track was slippery with snow	
An Indian and Squaw } Isaac and Nancy }		Killed		Ran over by Engine while lying on the track	Ran over and killed by Engine while in state of intoxication.
Isaac Covert		Killed		Ran over by Yard Engine while standing on track, and being very deaf, did not hear the alarm signal that was sounding at the time	No Inquest held.
Edward Evans	Brakesman	Arm crushed while coupling cars at Thamesville—no bones broken			

to in my presence as a true return }
January, A. D. 1860.

ÆMELIUS IRVING,
A Commissioner for taking Affidavits in the Queen's Bench.

(Signed)

W. C. STEPHENS.
Secretary Great Western Railway Company.



[illegible]

Sworn before me, at Hamilton, this 11th July, 1859.

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Sworn before me, at Hamilton, this 11th July, 1859.

CHARLES A. SADLIER,
A Commissioner in Q. B.

Canada, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act,"
 oria, Chapter 12th, Section 14.

Name or description of person injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Wm. Haynau.....	Brakesman.....	Head Injured.....		Struck by a bridge while standing on top of a car,—(not seriously hurt.)	
Hans Peter Jochinson.....	Passenger.....	Killed.....		The Night Mail Train, East, after passing Flamboro, about half-past two o'clock, A. M., on Saturday, during a violent storm of rain, wind, snow, &c., was plunged into a chasm of about thirty feet in depth and one hundred and thirty feet in length, in consequence of the bank, on which the track was laid, having been carried away by the violence of the storm.	
Alexander Braid.....	".....	".....		A Coroner's Inquest was held—verdict of which is annexed. See page 39.	
Wm. Milne.....	Brakesman.....	".....			
George Morgan.....	Engine-driver.....	".....			
Chas. Vigil King.....	Fireman.....	".....			
Rev. Thos. Fawcett.....	Passenger.....	Injured.....	(Since dead.)		
onas Boyer and wife } and three children.. }	".....	".....			
ohn McAlerse.....	".....	".....	(Since dead.)		
litman Younker.....	".....	".....			
Henry Fisher.....	".....	".....			
A. W. Riley.....	".....	".....			
Hiram Cook.....	".....	".....			
ohn Frisby.....	".....	".....			
Mrs. Markham.....	".....	".....			
Mrs. Louise M. Geare.....	".....	".....			
Henry Post.....	".....	".....			
Wm. W. Smith.....	".....	".....			
F. D. Adams and wife } and two children.. }	".....	".....			
E. D. Bryant.....	".....	".....			
H. Smith.....	".....	".....			
Adam Clarke.....	".....	".....			
Chauncey Hinckley.....	".....	".....			
Thomas Sackett.....	".....	".....			
Columbus Dresser.....	".....	".....			
Mr. Stevenson.....	".....	".....			
I. Zuinie.....	Fireman.....	Struck by a Bridge.....		Standing on top of Boiler of Engine Oiling.....	Not seriously injured.
McVain, (a child).....		Not much hurt.....		This child ran across the track just as the Train came up, and was struck by the Engine and thrown some distance.	
Furdy.....	Laborer.....	Run over by cars.....		Fell between two cars. He was attempting to get on the Train after it was in motion,—the Doctor thinks he will recover.	
Simmons.....	Passenger.....	Burned.....	(Died May 9).....	This person was burned by sparks from Engine, while standing on the front platform of Baggage Car, where he was riding to avoid paying his fare.	
Pat Kennedy.....		Killed.....		Jumped off the Train as it was passing Thorold Station, and was killed immediately.....	"No Inquest held."
Howard—Brakesman.....	{ Late Watchman at St. Catharin's Tress'l Work }	Struck his head } against the track. }		Jumped off the Engine when in motion, fell on the track, and struck his head against the rail and a cattle guard..	Not seriously injured.
Reeves.....	Passenger.....	Killed.....		Attempting to get on the front platform of Baggage Car while in motion; was caught in a cattle guard and instantly killed; was endeavoring to avoid paying his fare.	Verdict, "Accidental death."
Wm. Matthews.....	Brakesman.....	Killed.....		Fell between the cars in attempting to jump from one that had just tipped over, and instantly killed.....	Verdict, "Accidental death."

(Signed,)

W. C. STEPHENS,

Secretary G. W. Railway.

and on Accidents on Railways Act,"

by Company to prevent S.	Verdict of Coroner's Jury.
on top of a car,—(not passing Flamboro, about urday, during a violent plunged into a chasm one hundred and thirty the bank, on which the ed away by the violence st of which is annexed.	
ling..... the Train came up, and on some distance. pting to get on the Train hinks he will recover. n Engine, while stand- ge Car, where he was	Not seriously injured.
g. Thorold Station, and }	"No Inquest held."
n, fell on the track, and a cattle guard...	Not seriously injured.
rm of Baggage Car attle guard and in- }	Verdict, "Accidental death."
void paying his fare. jump from one that illed..... }	Verdict, "Accidental death."

RETURN of the Accidents and Casualties which have occurred on the GR

DATE.		Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	ry.
1859.		P. M.				
January	31	4.10	Wood Train.	H. Dunn	J. Corwin	
February	11	3.45	Freight	M. Marion	W. Schofield	blame one.
"	14	10.30 A.M.	Wood	H. Dunn	J. Corwin	
"	14	10.30	Wood	A. Lafranchise	A. Mackenzie	
"	18	8.00 P.M.	Passenger	M. Vallée	W. Ogle	
"	19	Unkn'wn	Freight	W. Caffrey	S. Burns	
"	19	9.00	Mail	W. Cooke	W. Cone	
May	30	10.00 A.M.	Passenger	M. Vallée	T. Adams	
June	4	9.00 P.M.	Special Engine		J. Lewis	

Sworn before me this 13th July, 1859.

(Signed,)

RETURN of the Accidents and Casualties which have occurred on the GR

DATE.		Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
1859.					
July	16	7.00 P.M.	No. 5. Freight Train	Robert Lee	J. Reid
August	3	10.00 A. M.	No. 1. Passenger Train	Charles Keary	W. Winfield
"	31	10.80 A. M.	No. 4. Passenger Train	M. Roberts	J. Hibbert
September	20	8.00 A. M.	Special Engine		P. Broisbeau
"	26	9.00 A. M.	Freight Train	J. McColl	P. Temple
October	27	6.30 A. M.	Mail	J. S. Clarke	W. Cone
November	9	3.45 P. M.	Passenger	J. Kearney	J. Austen
"	15	5.00 P. M.	Mixed	F. Dalbec	S. Gibson
"	18	10.00 A. M.	Wood	Wm. Neilson	James Stewart
December	13	5.30 P. M.	Freight	J. Kerr	T. Laughlin

Sworn before me this 14th January, 186

(Signed)

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada during the half-year ending the 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé, or other.
1859.	P. M.							
January... 31	4.10	Wood Train.....	H. Dunn.....	J. Corwin	49	Craigs Road.....	Patrick Lappier.....	
February.. 11	3.45	Freight.....	M. Marion.....	W. Schofield.....	54	Williamsburg.....	Robert Gray.....	
" .. 14	10.30 A.M.	Wood.....	H. Dunn.....	J. Corwin.....	49	Arthabaska.....	A. Lafranchise.....	Conductor
" .. 14	10.30	Wood.....	A. Lafranchise.....	A. Mackenzie.....	167	Arthabaska.....	A. Mackenzie.....	Driver
" .. 18	8.00 P.M.	Passenger.....	M. Vallée.....	W. Ogle.....	195	Lancaster.....	A. McDonald.....	
" .. 19	Unkn'wn	Freight.....	W. Caffrey.....	S. Burns.....	206	Ernestown.....	John Ward.....	Placelayer
" .. 19	9.00	Mail.....	W. Cooke.....	W. Cone.....	97	Grafton.....	S. Nicholls.....	
May..... 30	10.00 A.M.	Passenger.....	M. Vallée.....	T. Adams.....	89	Cornwall.....	Unknown.....	
June..... 4	9.00 P.M.	Special Engine.....		J. Lewis.....	192	Near Grafton.....	{ James Adams..... John Shean..... David Cronen..... Fitzgerald.....	Tracksmen

Sworn before me this 13th July, 1859.

(Signed)

T. DOUCET, J. P., *District of Montreal.*

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada, during the half-year ending the 12th, Section 1.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger employé, or other.
1859.								
July..... 16	7.00 P.M.	No. 5. Freight Train.....	Robert Lee.....	J. Reid.....	160	Near Thorndale.....	Catherine Hays.....	Trackman's child
August... 3	10.00 A. M.	No. 1. Passenger Train.....	Charles Keary.....	W. Winfield.....	162	Rockwood.....	R. Brown.....	Wayfarer.....
" .. 31	10.80 A. M.	No. 4. Passenger Train.....	M. Robert.....	J. Hibbert.....	32	Durham.....	D. Macdonald.....	Passenger.....
September 20	8.00 A. M.	Special Engine.....		P. Broisbeau.....	38	Richmond.....	{ Patrick Casey..... John McClure.....	Trackmen.....
" .. 26	9.00 A. M.	Freight Train.....	J. McColl.....	P. Temple.....	82	Oshawa.....	J. McColl.....	Employé.....
October... 27	6.30 A. M.	Mail.....	J. S. Clarke.....	W. Cone.....	198	Trenton.....	Wilson.....	Passenger.....
November. 9	3.45 P. M.	Passenger.....	J. Kearney.....	J. Austen.....	42	Near Richmond.....	{ J. Reynolds..... Mrs. Reynolds.....	Driving in Waggon.....
" .. 15	5.00 P. M.	Mixed.....	F. Dalbec.....	S. Gibson.....	186	Point Levi.....	F. Gingras.....	Passenger.....
" .. 18	10.00 A. M.	Wood.....	Wm. Neilson.....	James Stewart.....	156	St. Mary's.....	Wm. Neilson.....	Employé.....
December. 13	5.30 P. M.	Freight.....	J. Kerr.....	T. Laughlin.....	72	Williamsburgh.....	Isaac Deaver.....	Wayfarer.....

Sworn before me this 14th January, 1860.

(Signed)

T. DOUCET, J. P.

ing the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
		Two ribs broken	Sleigh damaged	Sleigh Driver pulled up close to crossing; horse took fright and attempted to cross as Train passed; accident occurred at a level crossing.	
		Killed		Deceased had been drinking	Accidental death.
Conductor		Killed	2 Engines, 1 box car and several platform cars damaged	The Driver of a Train, approaching the Station when another Train was loading, did not observe a danger signal, and ran into the other Train. Inquest held and Verdict of "Accidental death" returned.	
Driver		Leg broken.		Walking on track intoxicated.	
Platelayer		Killed		Supposed to have been walking on track, found dead	Accidental death.
		Killed		Lying on track	Accidental death.
		Killed		Supposed Lunatic—walking on track	Accidental death.
Tracksman		Killed			
		Killed			
		Seriously hurt			
		Killed	Hand Car Destroyed	These men took a hand car without permission, and were run over by a Special Engine, following a train by which it was duly signalled.	

(Signed)

GEO. REITH, *General Manager.*

ing the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of or killed.	Whether Passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Trackman's child		Killed		Child 18 months old—on the track	Accidental Death; with caution to fence dwellings off the track.
Wayfarer		Arm broken		Deaf, walking on track.	
Passenger		Killed		Standing on platform of Car, contrary to Company's regulation.	No direct evidence; supposed fell from train.
Trackmen		Killed	Hand Car broken	Came in Collision with Engine coming round a corner	Accidental Death.
Employé		Arm broken		Coupling Cars—Accidental.	
Passenger		Injury to hip.		Jumped from train while in motion.	
Driving in Waggon		Much Injured	Waggon broken	Drove across track in spite of every effort to stop him by Engine whistle and Bell	"Accidental Death," acquitting Company of blame.
		Killed			
Passenger		Killed		Attempting to get on train in motion	"Accidental Death."
Employé		Killed		Standing on top of Car, fell by accident and was run over	"Accidental Death."
Wayfarer		Killed		Accident occurred at a level crossing, Deaver was so intoxicated he could give no account of it, and afterwards died	"Killed while crossing track in a state of intoxication."

The above is correct to the best of my knowledge and belief.

(Signed)

WALTER SHANLY, *General Manager, G. T. R. Company.*

No. 18.

Railways Act," 20th Victoria, Chapter

by to prevent	Verdict of Coroner's Jury.
se took fright dent occurred	
.....	Accidental death.
when another er signal, and nd Verdict of	
dead.....	Accidental death.
.....	Accidental death.
.....	Accidental death.
ion, and were ain by which	

General Manager.

Railways Act," 20th Victoria, Chapter

pany to prevent	Verdict of Coroner's Jury.
.....	Accidental Death; with caution to fence dwellings off the track.
any's regulation.	No direct evidence; supposed fell from train.
a corner.....	Accidental Death.
to stop him by {	"Accidental Death," acquitting Company of blame.
.....	"Accidental Death."
was run over...	"Accidental Death."
er was so intoxi- afterwards died.	"Killed while crossing track in a state of intoxication."

er, G. T. R. Company.

in compliance with the Provisions of the "Accidents on Railways Act,"

Date to Property.	Cause of Accident—Action taken by Company to prevent recurrence.	Verdict of Coroner's Jury.
	REMARKS.	
Ja		
M	It was dark ; Greaves was lying on the track ; the Train ran over him a quarter of a mile south of Leftroy ; died a few minutes after.	Accidental death.
	While loading Spar Train at Angus, one of the spars fell on him, killing him instantly.	Accidental death, and no blame could be attached to any one.
	Accommodation going north, met the Spar Train at Richmond Hill and took the siding ; the Switchman was confused, did not turn the switch upon the main track. The Train being heavy, and the grade a descending one of sixty feet ; the curve obstructing the view of the Engineman ; Engine and forward part of Train ran off track ; detained two hours—no material damage.	
Jui	An aged Irish woman had her arm crushed while picking up pieces of wood from under the cars ; one of which being moved whilst she was thus engaged caused the accident. She was not observed by the employees until after the arm was broken.	

(Signed,)

J. LEWIS GRANT,

Superintendent.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the half-year ending 31st December 1859.

DATE.		Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Eng no.	Place of Accident.	Name or description of person injured or killed.	Whether passenger or other.
1859.									
January ...	4	6.00 P. M.	Accommodation	W. H. McDonald.	Levi Williams...	12	Lefroy	John Greaves	Neither passenger
March	9	Day	Spar Train	George Palin	E. Rathburn	2	Angus	James Carey	Employee
"	10	Day	Spar Train	George Palin	Edward Deverill.	8	Richmond Hill		
June.	30	Day	Train unloading in Freight house					Mrs. Roach	

Sworn before me, at Toronto, July 4, 1859.

(Signed,)

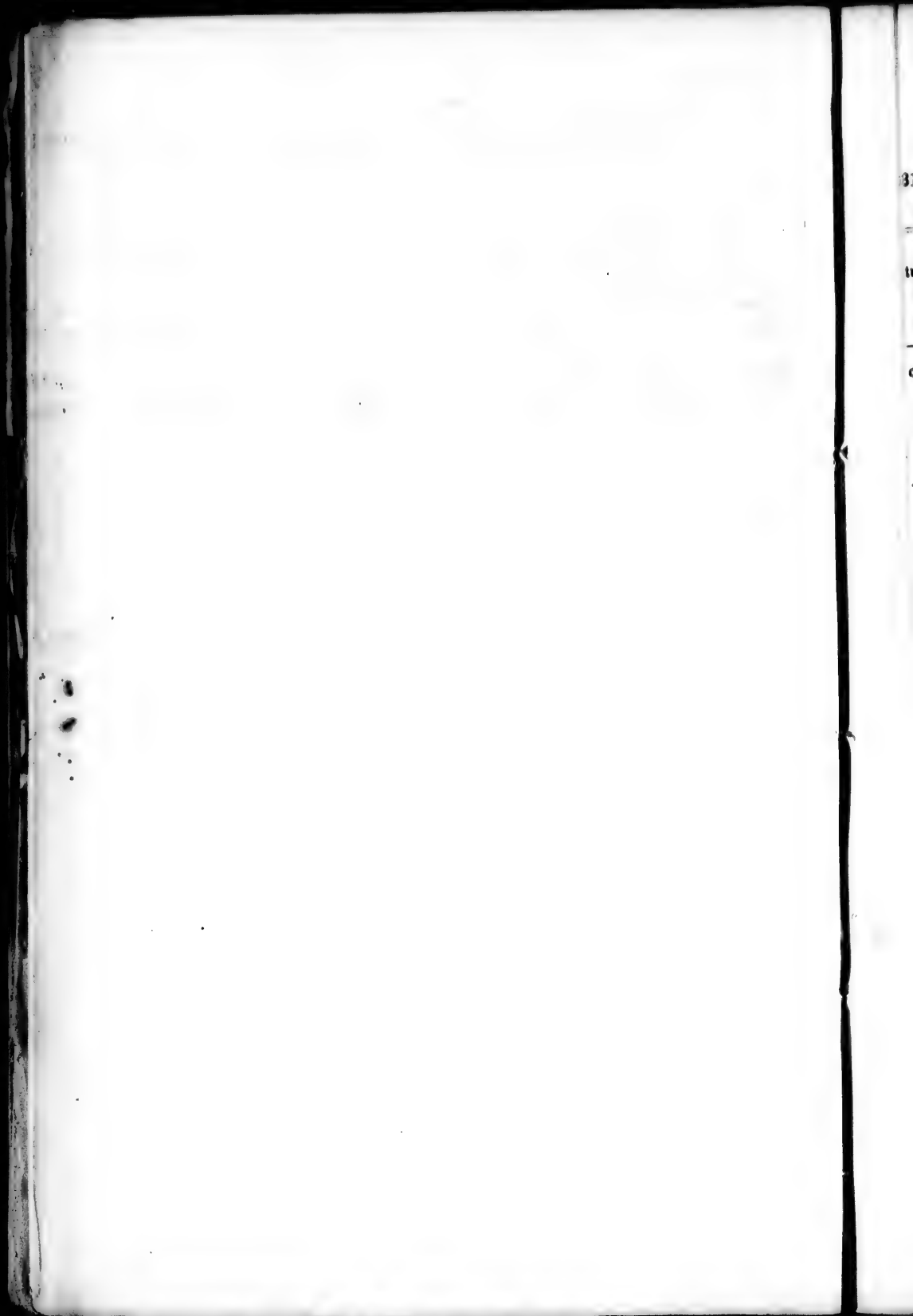
WM. WAKEFIELD, J. P.

Canada, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act,"
20th Victoria, Chapter 12th, Section 14.

Description of Injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Greaves.....	Neither passenger, or employé	Killed		It was dark; Greaves was lying on the track; the Train ran over him a quarter of a mile south of Lefroy; died a few minutes after.	Accidental death.
Lefroy	Employee.....	Killed		While loading Spar Train at Angus, one of the spars fell on him, killing him instantly.	Accidental death, and no blame could be attached to any one.
				Accommodation going north, met the Spar Train at Richmond Hill and took the siding; the Switchman was confused, did not turn the switch upon the main track. The Train being heavy, and the grade a descending one of sixty feet; the curve obstructing the view of the Engineman; Engine and forward part of Train ran off track; detained two hours—no material damage.	
h.....		Arm broken		An aged Irish woman had her arm crushed while picking up pieces of wood from under the cars; one of which being moved whilst she was thus engaged caused the accident. She was not observed by the employees until after the arm was broken.	

(Signed,)

J. LEWIS GRANT,
Superintendent.



31st Decemb

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*RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the half-year
20th Victoria, Chapter 12th.*

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger or other.
1859. July.....	19	8.00 P. M. Special Train.....	H. Roberts	C. McColl.....	14	Bradford	Wm. Sheppard	News Vendor.....
August ...	23	10.00 A. M. Accommodation (South)	John Harvie.....	C. McColl.....	14	Davenport Road	Muldoon .....	.....
November.	3	10.00 P. M. Extra Freight (North)	George Palin	C. Lathrop	11	Near Lefroy.....	.....	.....
November.	7	8.00 P. M. Accommodation (South).....	George Watson ..	L. Williams	16	Near Barrie	George Purce	"Other,"

Subscribed and sworn before me this 3rd day of January, 1860,

(Signed)

RICE LEWIS, J. P

Canada, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act,"
with Victoria, Chapter 12th, Section 14.

Description of Accident or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Wm. Sheppard	News Vendor.	Arm cut off.		Wm. Sheppard, News Vendor,—on the day of St. George's Society's Special Train, became <i>intoxicated</i> , and disregarding the injunctions of the Conductor to remain still in the cars, endeavored to pass from one to the other while in motion, and fell between them and was injured so that he died in a few days after. The Coroner's Jury exonerated the Company from blame.	
				Accommodation South came in contact with a waggon at "Davenport Road." At the above-mentioned place is a gravel pit; the track, from which crosses the highway, is parallel with the track. The horse and waggon referred to were standing between the two tracks. The horse, frightened by the Gravel Engine, backed up, and waggon was hit by the passing Train and badly broken. The occupants were not materially injured. A suit was brought by him which was decided in favor of the Company.	
ce.	"Other,"			Ran over a cow in the night, half a mile north of Lefroy. Threw tender and four box-cars off the track, completely destroying two of the cars; the fence was in good order at the above place. Was found near Long Bridge, after Train had passed, very much intoxicated, with his foot cut off; he was (according to his own statement) on the track, very much intoxicated, and did not hear the Train in time to save himself.	

(Signed)

J. LEWIS GRANT,

Superintendent.

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RETURN of the Accidents and Casualties which have occurred on the BUFFALO and LAKE HURON RAILWAY, during the half-year ending
Chapter 12, Section 14

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé or other.
1859.								
January...	6 6.30 A. M.	{ Live Stock and Freight Train, Cars being shunted on to the Ferry Boat.	{ None	Hollingbrooke	28	Fort Erie.	Edward Buckley	Employé
February..	2 10.00 P. M.	Special Engine	None	Enoch Bowen	16	{ ½ mile east of Carron } Brook.	George Lane	Stranger
June	15 10.00 P. M.	No. 8, Accommodation West.	R. M. Frost	Robert Gladders	12	¾ mile east of Goderich.	George Wright	Employé, Section man

Sworn before me at Fort Erie, C. W., this 7th July, 1859.
 (Signed)

JAMES PATTON, J. P.

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY during the half-year ending
Chapter 12th, Section 14

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé or other.
1859.								
July.....	14 2.00 A. M.	No. 1 Night Express.	H. K. House	M. Robertson	No. 5.	{ Brigg's crossing, between Dunville and Canfield.	{ Richard Smith (colored man).	{ (Neither) trespassing on track.
December.	16 9.40 A. M.	No. 2 Mixed.	James Quinlan	Bowen	No. 16.	Plattsville Station	Frederick Finnis	Employé Brakesman

PROVINCE OF CANADA, COUNTY OF WELLAND, } I, ABRAHAM FELL, of the City of Buffalo, in the State of New York, and Superintendent,
 TO WIT: } best of my knowledge and belief, all Accidents and Casualties to life occurring

Sworn before me at Fort Erie, this Ninth day of January, 1860.

(Signed)

RICHARD GRAHAM, J. P., for the County of Welland.

No. 20.

During the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12, Section 14.

Description of or killed.	Whether passenger, employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Employé.....	Employé.....	{ Contusion and Laceration of the arm and shoulder..... }	.....	{ Breaking down of Bridge—The Bridge has been re-built, of increased strength.	
.....	Stranger.....	Killed.....	.....	Intoxicated—walking on the track.	
.....	Employé, Section man.....	Killed.....	.....	Intoxicated—on the track.	

(Signed,)

J. B. WATTS,
Road Superintendent, B. & L. H. Railway.

No. 20.

During the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of or killed.	Whether passenger employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
th (colored).....	{ (Neither) trespassing on track..... }	Killed.....	.....	{ Walking upon track ahead of engine; supposed to have been intoxicated..... }	{ Accidental Death. "Killed by being on the track."
is.....	Employé Brakesman.....	{ Killed while in the act of coupling engine to cars..... }	.....	{ Failure to enter draw bar of engine properly; was told to get out of the way, but persisted in remaining..... }	{ "We, the jury, consider that Frederick Finnis came to his death by an accident arising from his own carelessness."

New York, and Superintendent of the Buffalo and Lake Huron Railway Company, solemnly declare upon oath that the annexed return embraces, to the Casualties to life occurring and had upon the said Railway during the year 1859: So help me God.

(Signed)

ABRAHAM FELL.

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Return of the Accidents and Casualties which have occurred on the LONDON AND PORT STANLEY RAILWAY, during the
20th Victoria, Chapter 12

DATE.		Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engine-man.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	W sens
1859. June	24	1.00 P. M.	Special.....	Wm. Fraser....	W. Harrison....	2	Near Stanley.....	Ann Lavis.....	Tre

Sworn before me, this 7th day of July, 1859.

(Signed)

S. MORRILL, J. P.

London, Canada West.

RETURN of the Accidents and Casualties which have occurred on the WELLAND RAILWAY, during the half-year ending the 31st Decem

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger employé, or other.
1859. August . . .	30	6.45 P. M.	4 Passenger.....	Thos. H. Towers.	James Ratcliffe..	3	{ Wilson crossing, near St. Catharines. }	
September.	2	Unknown.	Ballast.....	Mark Stott.....	1	Balls Crossing, Grantham.		
"	20	"	Ballast.....	Mark Stott.....	1	Thorold.....		
"	22	"	Passenger.....	Thos. H. Towers.	James Ratcliffe..	3	Crowland.....	
"	23	"	Ballast.....	Mark Stott.....	1	Grantham.....	Daniel O'Hearn.....	Other.....
November.	4		Freight and Passenger.....	James Ratcliffe..		St. Catharines.....	John Wright.....	Brakesman.....
"	24	1.00 P. M.	Freight and Passenger.....	James Anderson..		St. Catharines.....	John Crosby.....	Brakesman.....
"	26	Unknown.	Ballast.....	Wm. Morrison...	4	Grantham.....		
December.	9	1.00 P. M.	Engine and Tender.....	Wm. Morrison...	4	St. Catharines.....		

Sworn before me at St. Catharines, this third day of April, A. D., 1860.

(Signed,)

ALPHEUS S. ST. JOHN,

A Commissioner in B. R., &c.

I, HIRAM SLATE, Secretary of

No. 31.

RAILWAY, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Name or description of person injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
is.....	Trespasser	Killed.....	.....	Walking on track and being deaf and dumb, could not hear the approach of the train.	

HILL, J. P.

(Signed)

W. BOWMAN,

London, Canada West.

Superintendent L. & P. S. Railway Company.

No. 22.

near ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of person injured or killed.	Whether Passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	.....	.....	A Cow killed.....	Boy attempted to drive the animal over a crossing immediately before the approaching Train. The bell and whistle were sounded as usual at crossing.	
.....	.....	.....	A Hog killed.....	At large on the track contrary to Statute.	
.....	.....	.....	A Hog killed.....	At large on the track contrary to Statute.	
.....	.....	.....	A Heifer killed.....	Ran on to a crossing in front of train.	
earn.....	Other.....	Death.....	.....	Threw himself upon the track immediately before the train while in motion.	Suicide.
t.....	Brakesman.....	Death.....	.....	Caught between the bumpers while coupling cars.....	No Inquest.
y.....	Brakesman.....	Death.....	.....	Caught between the bumpers while coupling cars.....	Killed by unnecessarily placing himself between the Cars.
.....	.....	.....	A Colt killed.....	Attempting to run over a crossing in front of the train.	
.....	.....	.....	A Horse injured.....	Frightened at approach of Engine, and ran against a fence.	

HIRAM SLATE, Secretary of the Welland Railway Company, make oath and say, that the foregoing return of Casualties is a correct Statement.

(Signed,)

HIRAM SLATE,

Secretary W. Railway.

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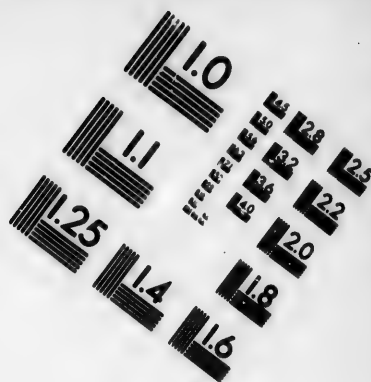
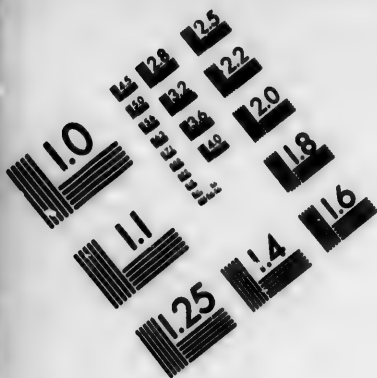
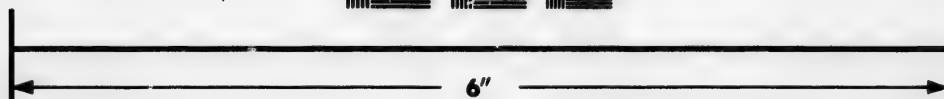
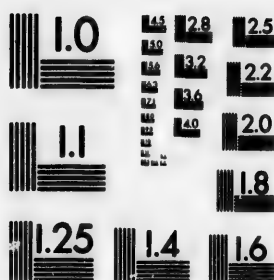


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RETURN of the Accidents and Casualties which have occurred on the BROCKVILLE AND OTTAWA RAILWAY, during the half-year
20th Victoria, Chapter 12th, Sec

DATE.		Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, engine, or other.
1859.									
Sept.....	19	8.30 A. M.	Passenger Train	Alex. Allan	Myron Ellis	2	Perth Station	James Peele	Switchman
Nov.....	2	5.40 P. M.	Passenger Train	Henry Burrison	Myron Ellis.....	1	{ Near Packer Street Flag Station, 5 miles from Brockville	Samuel Wylie, Foreman of Track- repairs; John Dixie and Thos. Cook, Section men, on Sec. No. 2.	{ Track-

Sworn before me at Brockville, this thirteenth day of March, 1860.

(Signed)

E. LAWLESS, J. P.

I, ROBERT WATSON, Managing Director
and Casualties which have occurred

RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN RAILWAY, during the half-year
Chapter 12th, Section 14

DATE.		Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, or other.
1859.									
February..	18	1. 00 P. M.	None	None	A. Bullis	{ Caughnawaga. Dorchester.	{ Grand Ligne.....	Joseph Coupal.....	Other.....
May.....	6	2. 00 P. M.	Accommodation	A. Coulonobee...	James Bray ...		{ St. John's.....	Joseph Bromly.....	Other

Sworn before me at Montreal, this Ninth day of June,

(Signed)

T. BOUTHILLIER, J. P.

No. 23.

WATSON, during the half-year ending the 30th December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," Victoria, Chapter 12th, Section 14.

Description of injured or killed.	Whether pas- senger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	Switchman	Killed.....	None.....	While Coupling the Tender to the Train, was caught between the forward timbers and crushed so that he died the same night. No blame attached to the Engine driver.	No Inquest.
Wylie, Foreman of Track- John Dixin and Thos. tion men, on Sec. No. 2.	{ Track-repr's - }	{ Killed Killed Killed }	{ Broke hand-car..... }	The Passenger Train which left Brockville at 5.20 P. M., ran into a hand car near Packer Street Flag Station, containing Samuel Wylie, foreman, John Dixin, and Thomas Cooke, section men, killing Wylie and Dixin instantly, and injuring Cooke so severely, that he died the same night; a heavy storm of snow was raging, which prevented the Engine driver from seeing the hand car in time to prevent the collision. The men were absent from duty and had no right to be on the track; at the time, they were all intoxicated.	"That the men killed, came to their death through the means of Intoxication, and that neither the Engine Driver nor the Company were to blame."

WATSON, Managing Director of the Brockville and Ottawa Railway, make oath and say that the above is a true Return of the Accidents and Casualties which have occurred on the Brockville and Ottawa Railway, during the half year ending 31st December, 1859.

(Signed) ROBERT WATSON.

No. 24.

WATSON, during the half-year ending the 30th June, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	Other.....	Leg broken.....	None.....	{ Attempting to cross the track from between cars standing on side track, when an extra Engine was passing the Station. Threw himself across the track, about 30 feet ahead of the Engine, as the train approached the Station. }	Verdict, "That the said deceased came to his death by having voluntarily thrown himself on the track of the Rail-road, at St. John's, in a state of alienation of mind."
.....	Other.....	Killed.....	None.....		

I hereby swear that the above return is correct and true to the best of my knowledge and belief.

J. P.

(Signed)

JOHN DODSWORTH, Superintendent Motion Mover.

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RETURN of the Accidents and Casualties which have occurred on the GRENVILLE AND CARILLON RAILWAY, during the half-year ending 12th, Section 14.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé or other.
1859. July.....	1 8½ P. M.	Empty Platforms.....	J. Barclay.....	S. Sykes.....	2	Chatham.....	Minnie McCoy.....	Other, a girl 7 yrs. of age.

The road was closed for traffic.

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY of Canada during the half-year ending 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé, or other.
1859. January....	7 5.12 P. M.	Day Express East.....	Goodrich	Wylie	Elk	St. Catharines.....	Cunningham.....	Passenger
February ..	2 9.15 A. M.	No. 1 Freight East.....	Delany	Robertson	Tiger	Paris	James Ross.....	Brakesman
January	7 11.58 A. M.	Day Express East.....	Goodrich	D. Noble	Greyhound	Komoka	Bromley.....	Brakesman
February ..	21 2.40 P. M.	No. 2 to Toronto.....	Leonard	Marks	Titan	Port Credit.....	Camberlidge	Brakesman
February ..	24 10.20 P. M.	No. 10 Freight East	Hall	Grant and Pierpoint.....	Ixion & Cyclops.....	Chatham.....	Taylor, John.....	Brakesman
March.....	6 3.00 A. M.	Night Express East.....	Hawkins	Donelly	Reindeer	Near Grimsby	Moore, Joseph.....	Brakesman
"	19 11.30 P. M.	Emigrant West.....	Thompson.....	Con. Mahon and Fielding.....	Panther & G. Stephenson.....	Near Flamboro	McDonald, Thomas.....	Brakesman
April.....	3 7.00 A. M.	Special Freight.....	Baillie	Jackson	Elephant	Beachville.....	Hackett, A.....	Brakesman
"	12 1.20 P. M.	Morning Express	Thompson.....	Mason	Prospero	Near Glencoe.....	Secord	Brakesman
"	21 3.50 P. M.	Special Freight.....	Hall	Morris	Panther	Wanstead	Finlayson R.....	Tavern Keeper.....
"	23 3.40 A. M.	Emigrant	Flynn.....	Lowe	Bison	Ingersoll	Craft, Thomas.....	Switchman.....
June	15 9.30 P. M.	Shunting .....	.....	Martin	Erie	Suspension Bridge.....	Chadwick.....	Yardsman.....
"	28 9.30 A. M.	No. 1 Accommodation to Toronto.	Barrett.....	Black	Minerva.....	12 miles East of Hamilton	Weimer, John.....	Other

Sworn before me, at the City of Hamilton, this 17th day of July, 1860.

(Signed,) **EMILIUS IRVING,**
A Commissioner for taking Affidavits in the Queen's Bench.

I, William Comber Stephens, do hereby certify that the foregoing is a true and correct copy of the original on two sheets of paper.

RAY, during the half-year ending the 31st December, 1859, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of d or killed.	Whether passenger employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
by	Other, a girl 7 yrs. of age.	Toes of one foot lost.....	Smashed Hand-car.....	A daughter and two nieces of the Agent at Chatham, took the Hand-car after dark, thinking no more trains would pass that night, ventured upon the line, and while running backwards towards a place where the summit of two gradients, a curve (in the woods), and the dusky light of the moon prevented their being seen in time to avoid a collision.	

The road was closed for the winter on the 26th November.

(Signed)

J. F. BARNARD, *Superintendent.*

during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of d or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	Passenger	Arm Crushed.....	None	Jumped off a train while in motion and fell under a car.	
.....	Brakesman	Arm Crushed.....	"	In coupling cars.	
.....	Brakesman	Slightly Crushed.....	"	In coupling Paymaster's car.	
.....	Brakesman	Killed	"	In attempting to catch a flat car, (although told by the Conductor not to do it while in motion,) was jerked forward under the car.	"Deceased came by his death from inexperience. Co. censurable for not having brakes on all cars.
.....	Brakesman	Killed	None	In coupling cars, fell across cattle-guard	"Accidental Death."
ph.....	.....	Killed	"	Ran over by train, body found by trackmen at 6.00 a. m.	"Accidental Death."
thomas.....	Brakesman	Killed	"	In signalling Engine-Driver, lost his balance and fell under the car.....	"Accidental Death."
.....	Brakesman	Arm Severely Crushed ..	"	While coupling two timber cars.	
.....	.....	Killed	"	Walking on the track	"That Secord was deaf and did not hear the whistle."
.....	Tavern Keeper	Arm Crushed.....	"	Attempting to jump on train after closing switch.	
as	Switchman	Foot Injured.....	"	Attending to some shunting, tried to jump on Engine.	
.....	Yardsman	Killed.....	"	Run over by Engine.....	"Accidental Death." Engine Driver exonerated from blame, having used all precaution to prevent accidents.
n.....	Other	Both Legs Broken	"	Was asleep on side of track, and jumped up and ran right under the Engine; was in safety where he was lying.—Reported to be recovering.	

I, William Comber Stephens, of the city of Hamilton, Secretary of the Great Western Railway Company, make oath and say that the foregoing on two sheets of paper written, is a Return of the Casualties and Accidents on the G. W. Railway, during the period specified.

(Signed,)

W. C. STEPHENS, *Sec'y G. W. R. Co.*

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RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY of Canada during the half-year ending
Victoria, Chapter 12th, Sec.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé, or other.
1860.								
July	26	10.00 A. M. Day Express West.	Wilby	Mason	84	{ 126 mile post, between London and Komoka.	Patrick Ryan	Brakesman
August	2	3.00 P. M. Express to Toronto.	Barrett.	Black.	20	{ 400 Yards West of Hamilton	James Cooper.	Fireman
August	31	 Shunting	Vary	Glass.	36	Sarnia	Thomas Johnson	Porter
September	6	 No. 1 Accommodation West.	Prince	Lomas	68	1 Mile East of Thor'd.	D. W. Vary	Conductor
October	3	 Night Express West.	Patching.	Noble	85	1 1/2 Mile East of Windsr.	Bernard Oates.	Other
October	3	 No. 6 Accommodation West	Brodie	McDonald.	12	{ 1/2 Mile East of Stony Creek	Roach.	Trackman
							Michael Malaky 3 yrs. of age	Child of Trackman.
October	11	 No. 8 Emigrant West.	Mackey.	Welch.	63	Paris Station	Thos Gray	Car Inspector
October	28	 No. 5 Freight West	Barr	Marks	79	Chatham.	Higgins	Other
November.	7					1/2 Mile East of Dundas.	Andrew Murphy	Trackman
November.	10	 No. 8 Freight East	Watson	Heaver	48	4 Miles East of Windsr.	James Rice, colored man.	Other
November.	12	 Mixed East.	Meston	Williams	40	Watford.	Andrew Murphy	Brakesman
November.	23	 No. 8 Freight East.	Reese	Heaver & Phelps. {	48 77	{ London	Adam Miller.	Brakesman

NOTE.—The G. W. Railway Company demur to that portion of the Verdict which states that the Employés of the G. W. Company were not in the practice of attending to the rules of the Company, to come to a dead stand before passing over the crossing where the accident occurred. The rules of the Company require all Trains to come to a dead stand before crossing the B. & L. H. track, and no case has been reported of that rule having been neglected. The B. & L. H. Company has since put in a switch alongside the G. W. track, on to which their trains now run before crossing the Great Western Railway.

W. KNAPP HENDERSON,
A Commissioner in B. R., &c.

Canada during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
n	Brakesman	Head bruised slightly		Struck his head against a Bridge while on the roof of a Car..	
on	Fireman	Bruised and scalded ..	}	Boiler burst, throwing the Engine off the track	
Conductor	Porter	Bruised		Crushed between a Car and door-frame of Elevator.	
Other	Other	{ Both arms broken and head badly bruised		{ Walking on the track, and watching a train on the Welland Railway, did not see our train, or hear the whistle; being in a curve, the Engineman did not see him in time to stop before reaching him.	
Trackman	Trackman	Seriously Injured		Was injured by his own carelessness, being on the track in a Hand-car on the time of Express Train.	
ky 3 yrs. }	Child of Trackman	Killed	}	Attempting to run across the track, so close to the train, that it was impossible for the Engineman to stop short of him.	No Inquest
Car Inspector	Car Inspector	Killed		Special Freight Train going East on the Buffalo and Lake Huron Railway, ran through the Emigrant Train, on G. W. Railway, at the crossing at Paris Station, owing to the B. & L. H. Railway Companies' trainmen neglecting to comply with the rules of the Companies, which require them to come to a dead stand upon passing over the crossing.	"We find that the deceased, Thomas Grey, came to his death caused by injuries re- ceived by the Special Train on the Buffalo & L. Huron Railway running into the Emi- grant Train on the G. W. Railway, which seemed unavoidable under the circum- stances of the case. We also find from the evidence produced, that a sufficient force of Brakesmen were not employed on the Buffalo and Lake Huron Train to govern its speed. We also find that the Employés on the G. W. & B. & L. H. Railway, were not in the practice of attend- ing to the rules of the Companies, viz. : to come to a dead stand before passing over the crossing where the accident oc- curred, and would recommend that this rule in future be rigidly enforced."
Other	Other	{ Slight contusion on back of head	}	Was lying between the rails; before the train could be brought to a stand, it had passed over him.	
Trackman	Trackman	Killed		Found dead upon the track, having apparently been run over by a train, both legs being cut off above the knee.....	No Verdict.
plored man	Other	Killed		Run over while laying on the track in a state of intoxication.	Accidental Death.
hy	Brakesman	Crushed finger		While coupling cars, his left hand was caught between the bumpers.	
Brakesman	Brakesman	Killed		While in the act of passing under the train, was caught in the wheels of a car and received injuries, from the effects of which he died	No Inquest.

(Signed)

W. C. STEPHENS,
Secretary G. W. Railway Company.

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RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY of Canada, during the half-year ending 31st March 1860.

20th Victoria, Chapter 12th, &c.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee or other.
1860.								
Jan'y	3	6.10 A.M. Freight	W. Kingston	J. Cotterell	177	Near Trenton	G. McComb	Employé
"	9	3.20 P.M. No. 2 Express	J. Way	J. Sheaffer	95	Guelph	J. Johnson	Employé
"	9	8.00 " Mixed	P. Rafferty	J. Findly	179	Belleville	Mrs. Kavanagh	Resident
Febr'y	3	3.30 " Freight	J. Paulet	J. Mullington	176	Matilda	C. Gagnes	Employé
"	18	11.00 A.M. No. 1 Mail	M. Roberts	J. Corwin	30	Near Hadlow	R. Specker	Laborer
March	8	4.00 " Wood	J. B. Odell	J. Brownlow	71	Brockville	J. Cavan	Employé
"	31	2.00 P.M. Special Freight	W. Mack	P. Temples	196	Near Scarboro'	P. Mack	Employé
April	2	11.05 A.M. No. 2 Express	C. Keary	W. Wingfield	162	Weston	J. Rankin	Wayfarer
"	4	2.30 " Freight	R. G. Hudson	B. Wortly	178	Bowmanville	J. Brown	Employé
"	7	2.00 P.M. Mixed	P. Rafferty	S. Hall	81	Oshawa	J. Rafferty	Employé
"	7	3.00 " Pilot Engine	W. Kingston	J. Laroche	21	Point St. Charles	W. Kingston	Employé
"	17	7.45 " Tie Train	J. W. Landrum	W. Baxter	159	Stratford	T. Teehan F. Murphy Sixteen Men	Laborer Employé Laborers
"	23	3.00 P.M. Ballast	P. Denis	H. McGuire	8	Near Charrons	C. Martinbeam	Laborer
"	30	9.15 " Express	M. Cook	C. Dracott	199	Newtonville	G. Elliot	Passenger
May	5	9.35 " No. 4 Mail	J. W. Sproatt	Jos. Reid	98	St. Paul's	J. Campbell	Wayfarer
"	16	11.00 A.M. Empty Train	A. D. Doughty	D. Preston	200	Toronto	W. Gallagher	Trackman
June	9	11.00 " Way Freight	W. Kingston	P. Paterson	204	Near Trenton	J. Reynolds	Wayfarer
"	13	11.00 P.M. Freight	W. S. Goudy	J. Blackbird	152	Malton	J. Hearn	Wayfarer
"	19	4.00 " Freight	P. Smith	J. Wilson	147	Forrest	H. Donald	Employé
"	20	11.05 A.M. Freight	J. Dixon	R. Jones	161	Guelph	J. Thorp	Wayfarer
"	23	5.10 P.M. Mixed	J. H. Hunt	A. Lamorne	193	Newcastle	G. Fisher	Wayfarer
"	26	11.45 " Express	J. S. Wood	N. Bush	67	Lancaster	J. Davidson	Passenger
"	29	6.00 A.M. Freight	M. Vallée	J. Finn	14	Boundary Line	P. Murray	Child

Sworn to this 9th day of August, 1860, before me,

(Signed)

T. DOUCET, J. P.,

District of Montreal.

Canada, during the half-year ending the 30th day of June, 1860, in compliance with the Provisions of the "Accidents on Railways Act,"
Victoria, Chapter 12th, Section 14.

Name or description of injured or killed.	Whether pas- senger, employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence.	Verdict of Coroner's Jury.	
				REMARKS.		
Comb	Employé	Killed	Cars damaged	Broken rail—Train ran off track.	"Accidental death."	
son	Employé	Killed	None	Slipped on snow and was struck by passing Train		
Kavanagh	Resident	Broken leg	"	Trespassing on track— <i>drunk</i> .		
nes	Employé	Hand bruised	"	Hand bruised coupling cars.		
ecker	Laborer	Ankle broken, &c	"	Trespassing on track—struck by snow-plough.		
van	Employé	Killed	"	Crushed while coupling Engine to Train.		
ck	Employé	Hand and one foot bruised	"	Fell between the cars.		
kin	Wayfarer	Leg dislocated	"	Deaf and infirm—crossing the track.		
wn	Employé	Hand bruised and amputat'd	"	Coupling cars carelessly.		
ferty	Employé	Killed	"	Standing on top of car—struck by a bridge		
ngston	Employé	Hand bruised	"	Coupling cars.	"Accidental death."	
shan	Laborer	Killed	} Car damaged	Collision between Tie Train and Freight Train		"Neglect on part of Landrum and Baxter, in not attending to the Co's Rules." Ar- rested to wait trial. Accidental death.
urphy	Employé	Injured and died at Hospital				
n Men	Laborers					
artinbeam	Laborer	Killed	None	Deaf—walking on track—trespasser		Same effect. No blame to the Company. Accidental death.
iot	Passenger	Foot crushed	"	Jumped off Train while in motion.		
npbell	Wayfarer	Killed	"	Drunk—walking on track		
allagher	Trackman	Killed	"	Walking on track		"Habitual drunkard — Acci- dental death."
ynolds	Wayfarer	Killed	"	Deaf and dumb—trespassing on track		
arn	Wayfarer	Killed	"	Drunk—trespassing on track		
nald	Employé	Internal injury	"	Carelessness in coupling cars.	Special Verdict—recommen- ding gates.	
orp	Wayfarer	Killed	"	Crossing track in front of Train		
her	Wayfarer	Cut over eye	Buggy broken	Intoxicated—crossed track in front of Train.		
vidson	Passenger	Abrasion on hand	Cars damaged	Train ran over four Horses—cars off track.		
urray	Child	Killed	None	Child fourteen months old—sitting on track.		

The above statement is true to the best of my knowledge and belief.

(Signed)

WALTER SHANLY,

General Manager, G. T. R. Company.

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RETURN of the Accidents and Casualties which have occurred on the GRAP

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
July.....	11	6.50 P. M. Express	W. Cooke	D. Preston
"	12	11.30 P. M. Freight	P. Charlebois	J. Byrd
"	14	10.15 P. M. Freight	J. Higgins	F. Richardson
"	30	9.20 A. M. Wood	A. Lawrie	S. Castle
September	14	4.00 P. M. Pilot	J. Christopher	W. Somerville
"	19	11.40 A. M. Freight	W. Goudy	J. McIlwaine
October	19	9.00 A. M. Freight	W. Haynan	J. Brodin
"	25	1.00 A. M. Freight	A. Connor	W. Armstrong
November.	16	7.10 P. M. Mixed	J. Draper	J. Blackbird
"	16	6.00 P. M. Mixed	J. Draper	J. Blackbird
"	17	7.30 P. M. Express	J. S. Clarke	W. H. Cone
"	17	12.00 P. M. Mixed	W. Browning	P. Condon
December.	1	Unknown.. Unknown	Unknown	Unknown
"	10	" Unknown	Unknown	Unknown
"	15	5.00 P. M. Mail	J. B. Harris	J. Donaldson
"	21	4.00 P. M. Special	A. McNab	J. Balfour

Sworn before me this Fourth day of January, A. D. 1861

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY OF CANADA, during the half-
Chapter 12th, Se

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether employé,
July.....	11	6.50 P. M. Express	W. Cooke	D. Preston	35	Kingston	Charles Ham	
"	12	11.30 P. M. Freight	P. Charlebois	J. Byrd	188	Near Williamsburg	Abraham Hopper	
"	14	10.15 P. M. Freight	J. Higgins	F. Richardson	204	Near Cobourg	John Richardson	
"	30	9.20 A. M. Wood	A. Lawrie	S. Castle	98	Near Sarnia	{ Jas. Burke ... (1) } { John Nolan ... (2) }	Contractors
September	14	4.00 P. M. Pilot	J. Christopher	W. Somerville	205	Don	W. Shunham	
"	19	11.40 A. M. Freight	W. Goudy	J. McIlwaine	37	Guelph	Edward Johnston	Employé
October ...	19	9.00 A. M. Freight	W. Haynan	J. Brodin	203	Near Brockville	Unknown	
"	25	1.00 A. M. Freight	A. Connor	W. Armstrong	150	Toronto	Pat. Rafferty	Wayfarer.
November.	16	7.10 P. M. Mixed	J. Draper	J. Blackbird	152	Near Forest	Duncan Perrin	
"	16	6.00 P. M. Mixed	J. Draper	J. Blackbird	152	Near Westwood	Jas. Salter	
"	17	7.30 P. M. Express	J. S. Clarke	W. H. Cone	198	Whitby	Thos. Shaw	
"	17	12.00 P. M. Mixed	W. Browning	P. Condon	47	Becancour	J. McDonald	Passenger
December.	1	Unknown.. Unknown	Unknown	Unknown	Unkn'wn	Near Richmond	Unknown	
"	10	" Unknown	Unknown	Unknown	Unkn'wn	Vanson's Pond	Henderson	
"	15	5.00 P. M. Mail	J. B. Harris	J. Donaldson	90	Near Brockville	Louis Stick	
"	21	4.00 P. M. Special	A. McNab	J. Balfour	84	Port St. Charles	Dunn	Passenger

Sworn before me this Fourth day of January, A. D. 1861, at Montreal,

(Signed)

T. DOUCET,

A Justice of the Peace, District of

NADA, during the half-year ending the 31st December, 1880, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Name or description of person injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
James Ham		Killed		Crossing track in waggon, which was struck by Train; horse ran away, dragging Mr. H., who struck his head on a stone and was killed.	{ "Neglect of those whose duty it was to give requisite signals." "Accidental Death." "Accidental Death."
James Hopper		"		Intoxicated on track	
Richardson		"		Supposed to have been drunk.	
James Burke (1)	Contractors Employé	{ Ankle dislocated. (1)	Four cars demolished.	Wood cars broken down.	{ "Accidental death." " " " " " " " " " " " "
James Nolan (2)		{ Internally injured (2)		Boy hanging on cars; head crushed against bumper.	
John Dunham	Employé	Killed		Carelessly coupling cars.	
John Johnston	Wayfarer	"		Supposed to have been insane, lying on track.	
John Rafferty	"	"		Drunken soldier lying on track.	
John Perrin	"	"		Drunk	
John Salter	"	"		Drunk	
John Shaw	"	"		Drunk—caught in cattle guard	
John Donald	Passenger	"		Standing on platform—fell between cars.	
John Brown	"	"		Supposed to have fallen from mail train	
John Person	"	"		Found near track, mangled—unaccountable	
John Stick	"	"		Drunken Indian.	
	Passenger	{ Head & arm injured, arm amputated, but death ensued on Dec., 24.		Drunk; attempting to get on cars in motion.	

The above is correct to the best of my knowledge and belief.

(Signed)

W. SHANLY,

Justice of the Peace, District of Montreal.

General Manager, G. T. Railway.

No. 27.

Deaths on Railways Act," 20th Victoria,

any to prevent No. Eng.	Verdict of Coroner's Jury.
by Train; horse head on a stone	"Neglect of those whose duty it was to give requisite sig- nals."
1.....	"Accidental Death."
2.....	"Accidental Death."
gumper.....	"Accidental death."
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neral Manager, G. T. Railway.

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RETURN of the Accidents and Casualties which have occurred

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
1860.				
May.....	2	2.00 P. M. Timber Train.....	Green.....	Ed. Rathbun
May.....	4	5.00 A. M. Timber Train.....	Lawrence.....	S. Jackman
May.....	12	6.00 A. M. Timber Train.....	Lawrence.....	Wm. Dunstan
May.....	24	3 30 A. M. Timber Train.....	Lawrence.....	Chs. E. Lathrop
June.....	2	4.00 P. M. Freight Train.....	Parker.....	H. Boynton
June.....	13	3.02 P. M. Switching Train.....	Andrew Laidlaw	David Sheeby
June.....	27	2.00 P. M. Timber Train.....	Frs. Lawrence...	C. E. Lathrop

Sworn to and subscribed before me, this 11th day of July, 1860,
(Signed,) R. T.

RETURN of the Accidents and Casualties which have occurred

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
September.	6	4.00 P. M. Through Freight.....	Isaac McDonald	Chas. Lathrop
November.	16	6.00 A. M. Express Train.....	John Harvie.....	George Lathrop

Sworn and subscribed before me at Tor

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY of Canada, during the half-year ending
Chapter 12th, Section

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. or Name of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé or other.
1860.								
May.....	2	2.00 P. M. Timber Train.....	Green.....	Ed. Rathbun.....	Ontario	Lundy's Cut.....	Joseph Raffan.....	Employé.....
May.....	4	5.00 A. M. Timber Train.....	Lawrence.....	S. Jackman.....	No. 4	10th Line.....	Michael Tobin.....	Employé.....
May.....	12	6.00 A. M. Timber Train.....	Lawrence.....	Wm. Dunstan.....	No. 9	12th Line.....	Robert Shad.....	Employé.....
May.....	24	3 30 A. M. Timber Train.....	Lawrence.....	Chs. E. Lathrop.....	No. 2	King.....	Neil Wilkey.....	Farmer.....
June.....	2	4.00 P. M. Freight Train.....	Parker.....	H. Boynton.....	No. 8	Barrie.....	P. McManus.....	Brakesman.....
June.....	13	3.02 P. M. Switching Train.....	Andrew Laidlaw.....	David Sheeby.....	No. 1	Collingwood.....	Andrew Laidlaw.....	Conductor.....
June.....	27	2.00 P. M. Timber Train.....	Frs. Lawrence.....	C. E. Lathrop.....	No. 2	Near Lefroy.....	Francis Lawrence.....	Conductor.....

Sworn to and subscribed before me, this 11th day of July, 1860,

(Signed,)

RICE LEWIS, J. P.,

For York and Peel.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY, during the half-year ending the
Chapter 12th, Section

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé or other.
September.	6	4.00 P. M. Through Freight.....	Isaac McDonald.....	Chas. Lathrop.....	2	Lefroy.....	George McGruther.....	Strauger.....
November.	16	6.00 A. M. Express Train.....	John Harvie.....	George Lathrop.....	3	Near Nottawasaga.....	Thos. Sullivan.....	Employé.....

Sworn and subscribed before me at Toronto, January 8th, 1861.

(Signed)

RICE LEWIS, J. P.

da, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria,
Chapter 12th, Section 14.

Description of injured or killed.	Whether passenger, employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
an.....	Employé	Severe blow.....	.....	In coming round Lundy's Cut, a stake gave way and a piece of Timber fell off the Cars, and canting up struck Raffan—He has since recovered.	Accidental death.
bin.....	Employé	Killed .....	.....	He was intoxicated—it is supposed the Train going north killed him—the Engineer, not knowing anything had happened, until he received a Telegraph. An inquest was held, exonerating Engineer from all blame.	
.....	Employé	Severe blow.....	.....	While backing up the Train to Barrie, Shad was standing on the Caboose, and not stooping when he came to the Bridge received a severe blow; resumed work a few days after.	
.....	Farmer	Leg cut off .....	.....	This man was drunk, walking on the track; on the train nearing him he stepped off the track; half the cars had passed, when he reeled against the train, falling under the cars; one of his legs was cut off. He is living and reported to be doing well.	Coroner did not think inquest necessary.
s	Brakesman	Foot hurt.....	.....	Foot caught between draw heads, flesh wound; no bones broken.	
dlaw	Conductor	Legs broken.....	.....	Whilst coupling cars, his foot catching on a tie, the wheels of the Engine passed over his legs; his left leg was amputated, the right was also badly injured. He died two days after.	
urrence.....	Conductor	Arm fractured.....	.....	An axle under a load of timber gave way, throwing three cars off the rails; a piece of timber was forced through the end of the Conductor's car, fracturing his arm while in the act of applying the Brake. He is under medical treatment and doing well.	

(Signed,)

J. LEWIS GRANT,

Superintendent Northern Railway.

ing the half-year ending the 31st December, 1860, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria,
Chapter 12th, Section 14.

Description of injured or killed.	Whether passenger, employé or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury
McGruther	Stranger	Both legs cut off.....	.....	Run over whilst lying intoxicated on the track, with a jug of whisky by his side; he died a few hours after.....	"Accidental death."
divan	Employé	Killed .....	.....	Remains found upon the track by Mail Train north; supposed to have been killed by Express Train south, before daylight.	"Accidental death."

(Signed)

J. LEWIS GRANT, Superintendent.

No. 28.

on Railways Act," 20th Victoria,

Company to prevent	Verdict of Coroner's Jury.
ve way and a piece up struck Raffan— going north killed ing had happened, est was held, exon- was standing on came to the Bridge a few days after. rack; on the train half the cars had n, falling under the living and reported wound; no bones a tie, the wheels of leg was amputated, ed two days after. throwing three cars ed through the end m while in the act dical treatment and	Accidental death. Coroner did not think inquest necessary.

Northern Railway.

No. 28.

Railways Act," 20th Victoria,

any to prevent	Verdict of Coroner's Jury
with a jug of after..... north; supposed before daylight.	"Accidental death." "Accidental death."

LEWIS GRANT, Superintendent.

DATE

1860.

May.....

May.....

Brantfo

RETURN of the Accidents and Casualties which have occurred on the

DATE.		Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
1860.					
May.....	10	9.50 p. m.	Special Freight	William Berry...	Robt. Henchey
May.....	11	4.20 "	Special Freight	Charles English..	James Hall....

Personally appeared, Abraham Fell, Esq., and maketh oath that the a

Brantford, 17th July, 1860.

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the
20th Victoria, Chapter 12th

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	Name of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé or other.
1860.								
May.....	10 9.50 P. M.	Special Freight	William Berry...	Robt. Henchey	Minne-	Canfield Station.....	No injury to Persons....	.....
May.....	11 4.20 "	Special Freight	Charles English..	James Hall...	sota. Milwau- kee.	Tavistock Station ...	Charles English (injured)	Employé (Conducto

Personally appeared, Abraham Fell, Esq., and maketh oath that the above statement is true, to the best of his knowledge and belief.

(Signed,)

M. W. PRU

Brantford, 17th July, 1860.

RAILWAY, during the half-year ending the 30th June, 1860, made in compliance with the Provision of the "Accidents on Railways Act,"
 10th Victoria, Chapter 12th, Section 14.

Description of Accident or killed.	Whether passenger, employé or other.	Nature of Accidents to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Coroner's Verdict
Persons....			Five Hundred Dollars	Switch left wrong by Station Master—Station Master removed.	
English (injured)	Employé (Conductor)...	Foot crushed & Knee cut	None	Attempting to get on cars while shunting, and missing the step.	

is knowledge and belief.

(Signed,) M. W. PRUYN, J. P.

(Signed,)

ABRAHAM FELL,
Traffic Superintendent.

No. 20.

Accidents on Railways Act,"

to prevent

Coroner's Verdict

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HAM FELL,
Traffic Superintendent.

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RETURN of the Accidents and Casualties which have occurred

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of man.
1860.				
July..... 10	3.40 P. M.	No. 3 Day Express.....	John C. Metcalf..	M. Christ
September. 22	8.00 P. M.	Special Freight (West).....	James Quinlan ..	{ E. Bowe Dean
October ... 11	2.50 A. M.	Special Freight (East).....	James Hooper ...	E. Dean .
October ... 19	5.05 A. M.	No. 7 Freight (East).....	John C. Metcalf..	{ W. Robe Geo. F
November. 6	7.45 P. M.	No. 6 Mixed (West).....	Richard Oxley...	M. Robson
December. 24	10.15 A. M.	No. 5 Express (East)....	Daniel Holmes..	Thos. Hort

Signed and declared before me, at the village of Fort Erie

RETURN of the Accidents and Casualties which have occurred on the **BUFFALO AND LAKE HURON RAILWAY** *during the half-year*
20th Victoria, Chapter 12th, Sec

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineer.	Name of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, Employé or other.
1860.								
July.....	10	3.40 P. M. No. 3 Day Express.....	John C. Metcalf..	M. Christian....	Victoria.	{ One mile west of Welland Canal, Feeder Bridge. }	Thomas Piles.....	{ Neither Passenger or Employé; trespassing on track }
September..	22	8.00 P. M. Special Freight (West).....	James Quinlan ..	{ E. Bowen & E. Dean	Milwaukie & Perth..	{ Two miles west of Caledonia	James Johnson.....	Brakesman.....
October ...	11	2.50 A. M. Special Freight (East)	James Hooper ...	E. Dean	Wisconsin.	{ Railway crossing at Paris Station. }	{ Thos. Grey, Employé of Great Western Company	{ Neither Passenger or Employé of this Company
October ...	19	5.05 A. M. No. 7 Freight (East).....	John C. Metcalf..	{ W. Roberts & Geo. King. }	Saginaw & Perth....	{ Draw Bridge at Port Colborne.. }	No injury to any person	
November..	6	7.45 P. M. No. 6 Mixed (West).....	Richard Oxley...	M. Robson	Haldimand	{ Two miles east of Paris, Governor's Road crossing .. }	No injury to any person	
December..	24	10.15 A. M. No. 5 Express (East).....	Daniel Holmes...	Thos. Horton....	Caledonia.	Seaforth Station.....	Wm. Stapleton.....	{ Neither Passenger or Employé

Signed and declared before me, at the village of Fort Erie, in the county of Welland, this Twelfth day of January, 1860,

(Signed)

RICHARD GRAHAM, J. P.

For the County of Welland.

WAY during the half-year ending the 31st day of December, 1860, made in compliance with the provisions of the "Accidents on Railways Act,"
Victoria, Chapter 12th, Section 14.

Description of or killed.	Whether Passenger, Employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident-- Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	{ Neither Passenger or Employé; trespassing on track }	{ Run over by the Train }	{ None }	{ When first seen was lying close alongside the rails; on signal being given to stop, he partially raised himself, but immediately fell across the rails; was taken on to Port Colborne and died same evening. }	{ "That the said Thomas Piles came to his death by being accidentally run over while lying alongside of the track, and partially upon it, of the B. & L. H. Rail- way, by the Express train going East, on the afternoon of the 10th day of July, 1860. "That James Johnson came to his death by accidentally falling from the Special Train on the B. & L. H. Railway on the 22nd September, 1860."
.....	Brakesman.....	{ Struck by bridge, (Farm crossing.... }	{ None }	{ Incautious exposure, standing up on the top of freight car, and striking the bridge; afterwards fell from the car on to the track }	{ "That deceased Thomas Grey, came to his death caused by injuries received from the Special Train on the B. & L. H. Rail- way running into the Emigrant train on the G. W. Railway, which seemed to be unavoidable, under the circumstances of the case. They also find from the evi- dence produced, that a sufficient force of brakesmen were not employed on the B. & L. H. Train to govern its speed; also find that the Enginemen on the G. W. & Buffalo and Lake Huron Railway were not in the practice of attending to the rules of the Companies, viz: to come to a dead stand before passing over the crossing where the accident occurred; and would recommend that this rule in future be regularly enforced."
Employé Western	{ Neither Passenger or Employé of this Company }	{ Struck by cars and Fr't while standing at the crossing behind Gr't Western Train..... }	{ About \$2,000. }	{ The Engineman Dean, being partially misled by the density of the fog prevailing, and not using sufficient caution, allowed the train to gain too great an impetus in descending the grade towards the station, so that when he became aware of his proximity to the crossing, the reversing of his En- gine, (the brakes being previously applied) was insufficient to prevent the collision with Great Western Trains on the cross- ing. Engineman dismissed for neglect of rules }	
any person			{ About \$1,500. }	{ Density of fog and neglect of extra-precaution on the part of Bridge Watchman. The train was proceeding slowly, having, one mile west, been partially stopped, in order that the Engineman might ascertain their whereabouts. The fog so dense that the signal light was not discovered until the train was close upon it. Engine hit the bridge which was open, and moved it from its centre; injury to property slight, cars being all in condition to run to terminus. Incautious driving and inattention to signals; the person driving the team, admitted hearing the signal from the Engine, but drove too near the crossing before bringing the team to a stand; just as the Engine passed, the horses began plunging, and were knocked down by the Tender and killed. This man was at the Station before the train was due to leave, purchased his ticket, but neglected to take his seat in the proper way; attempting to get on the train after it had start- ed, he fell between the cars and sustained injuries such as to cause death in a few hours }	
any person			{ Two horses killed..... }		
n.....	{ Neither Passenger or Employé }	{ Both legs crushed and otherwise injured by train passing over him..... }	{ None }		{ "That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."

of January, 1860,

P.
the County of Welland.

(Signed)

A. FELL,

Traffic Superintendent.

on the "Accidents on Railways Act,"

Name of Engine	Event	Verdict of Coroner's Jury.
Minneapolis & Milwaukee	signal	"That the said Thomas Piles came to his death by being accidentally run over while lying alongside of the track, and partially upon it, of the B. & L. H. Railway, by the Express train going East, on the afternoon of the 10th day of July, 1860. "That James Johnson came to his death by accidentally falling from the Special Train on the B. & L. H. Railway on the 22nd September, 1860." "That deceased Thomas Grey, came to his death caused by injuries received from the Special Train on the B. & L. H. Railway running into the Emigrant train on the G. W. Railway, which seemed to be unavoidable, under the circumstances of the case. They also find from the evidence produced, that a sufficient force of brakemen were not employed on the B. & L. H. Train to govern its speed; also find that the Enginemen on the G. W. & Buffalo and Lake Huron Railway were not in the practice of attending to the rules of the Companies, viz: to come to a dead stand before passing over the crossing where the accident occurred; and would recommend that this rule in future be regularly enforced."
above	borne	
	near, and to the	
	ensity	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
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	ending	
	ecame	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
	is En-	
	ient to	
	cross-	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
		
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	until	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
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	person	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
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	in the	"That the deceased came to his death through his own carelessness. No blame attaching to the Company or its servants."
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Traffic Superintendent.

RETURN of the Accidents and Casualties which have occurred

DATE.		Time of day or night.	No and description of Train.	Name of Conductor.	Name of Engineman.
September.	26	11.00 A. M.	Passenger Train	W. Nash	Joseph Bradly .

Subscribed and Sworn before me, this 11th day of February, A. D., 1861
(Signed,)

RETURN of the Accidents and Casualties which have occurred

No Accident to Report.

Sworn before me, this 2nd day of January, A. D., 1861, in the City

RETURN of the Accidents and Casualties which have occurred on the **ERIE AND ONTARIO RAILWAY**, *during the*
"Accidents on Railways Act," 20th Victoria, Ch

DATE.	Time of day or night.	No and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether employed.	
September.	26	11.00 A. M.	Passenger Train	W. Nash	Joseph Bradly . . .	2	{ 2 miles North of Suspension Bridge, at the crossing of the Great Western Railway. }	{ O'Brien, a man aged about 60 years, resident of Lockport, N. Y. }	{ Was not of the passenger train. }

STATE OF NEW YORK, } S
COUNTY OF ERIE, }
CITY OF BUFFALO. }

Subscribed and Sworn before me, this 11th day of February, A. D., 1861.

(Signed,)

FREDERICK KEPPLE,

Commissioner of Deeds for Buffalo.

RETURN of the Accidents and Casualties which have occurred on the **LONDON AND PORT STANLEY RAILWAY**,
"Accidents on Railways Act," 20th Victoria, Ch

No Accident to Report.

Sworn before me, this 2nd day of January, A. D., 1861, in the City of London, C. W.

(Signed,)

M. ANDERSON, J. P.

RAILWAY, during the half-year ending the 31st day of December, 1860, made in compliance with the Provisions of the
s Act," 20th Victoria, Chapter 12th, Section 14.

Name or description of person injured or killed.	Whether passenger, employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence.
REMARKS.				
O'Brien, a man aged about 60 years, resi- dent of Lockport, N. Y.	{ Was not an employé of the Company or passenger. }	Foot cut off by truck wheel of Engine. {	No damage done to property, except the killing of Cat- tle and Hogs, value about Seventy-five Dollars. }	The man injured (O'Brien) was walking on the track, and when discovered was about 1,000 feet distant from the Engine. The Engine Whistle was blown and bell rung, continuously until the accident; but as the Train was a heavy one, and on a down grade of sixty feet per mile, and though all the brakes were put on, it was impossible to stop the Train. The man turned round, looked at the Train, and continued on the track until the Train reached him, when he endeavoured to step off the track, but was caught by one foot. He was properly cared for and attended, and sent to his family at Lockport, N. Y.

STATE OF NEW YORK, } S. S.—Isaac C. Colton, of said City, being duly sworn, deposes and says that he was Lessee of the
COUNTY OF ERIE, } Erie and Ontario Railway, for and during the year 1860, and that the statement within set
CITY OF BUFFALO. } forth is true to the best of his knowledge and belief; and that no other Accident occurred
on said Railway, except the one within mentioned.

(Signed,)

I. C. COLTON.

Owner of Deeds for Buffalo.

STANLEY RAILWAY, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the
ys Act," 20th Victoria, Chapter 12th, Section 14.

(Signed,)

W. BOWMAN,

Superintendent.

SON, J. P.

No. 30.

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company to prevent

on the track, and
distant from the
n and bell rung,
the Train was a
feet per mile, and
was impossible to
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May....

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RETURN of the Accidents and Casualties which have occurred on the PORTLAND & OGDEN RAILROAD

DATE.		Time of Day or Night.	No. and descrip- tion of Train.	Name of Conductor.	Name of Engineman.	of Engine.	
April	9	3.50 P. M.	Passenger	G. L. Fisk	G. H. Thayer....	2	21
May	31	8.25 A. M.	Passenger	G. L. Fisk	G. H. Thayer....	2	26
June	13	5.15 P. M.	Passenger	G. L. Fisk	G. H. Thayer....	4	33

Sworn to before me this 25th day of September, 1860.

WM. BURNHAM, J. P.

RETURN of the Accidents and Casualties which have occurred on the **PORT HOPE, LINDSAY AND BEAVERTON RAILWAY**, *during*
20th Victoria, Chapter 12, A

DATE.		Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé, or other.	Nature of Accident.
April	9	3.50 P. M.	Passenger	G. L. Fisk	G. H. Thayer	2	21 miles from Port Hope.	.....	.....	.....
May	31	8.25 A. M.	Passenger	G. L. Fisk	G. H. Thayer	2	26 miles from Port Hope.	.....	.....	.....
June	13	5.15 P. M.	Passenger	G. L. Fisk	G. H. Thayer	4	33 miles from Port Hope.	Archibald Douglas	Stranger	Run over by broken axle, injuries sustained to produce an hour after.

Sworn to before me this 25th day of September, 1860.

WM. BURNHAM, J. P.

A. T. WILLIAMS,

Superintendent Port Hope, Lindsay and Beaverton

BEAVERTON RAILWAY, during the half-year ending the 30th June, 1860, made in compliance with the provisions of the "Accidents on Railways Act," 10th Victoria, Chapter 12, Section 14.

Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
Stranger	{ Run over by train, back broken and other injuries sustained, so as to produce death within an hour afterwards. }	{ 1 Cow killed 1 Horse killed.... }	{ Fences taken away by parties delivering timber. Fences good. This person was lying between the ties in such a manner as to be concealed from the view of the Engineman, until the train was within fifty or sixty feet of him; the train was running at the usual rate, from 15 to 20 miles per hour. Every effort was made to save him. This accident evidently occurred from trespassing upon the Railway track, contrary to Law. }	{ "When, where and how, and by what and after what manner, the said Archibald Douglas came to his death, do upon their oath, find that the deceased came to his death by means of either the Engine "Havelock," or some of the cars attached thereto, striking him while lying on the track of the Port Hope and Lindsay Railroad, as the train was proceeding to Lindsay; but there is no evidence to shew by what means he came to be placed in that position, and that we also fully exonerate the Employés of the train that evening, as it appears from evidence that there was no neglect of duty on their part; but the jury cannot separate without stating that it is their opinion, from evidence adduced, that if the road had been ballasted, the engine driver could have seen the man in time to stop the train, and thus prevent the accident from occurring." }

"The above is a true copy of the verdict returned me by the Jury empanelled, to try the cause of death to the late Archibald Douglas.

(Signed)

JOHN IRONS, Coroner.

No. 31.

is of the "Accidents on Railways Act,"

Verdict of Coroner's Jury.

where and how, and by what and after what manner, Archibald Douglas came to his death, do upon h, find that the deceased came to his death by of either the Engine "Havelock," or some of the ched thereto, striking him while lying on the track ort Hope and Lindsay Railroad, as the train was ng to Lindsay; but there is no evidence to shew means he came to be placed in that position, and also fully exonerate the Employés of the train that , as it appears from evidence that there was no of duty on their part; but the jury cannot separate stating that it is their opinion, from evidence ad- hat if the road had been ballasted, the engine driver ve seen the man in time to stop the train, and thus the accident from occurring."

by the Jury empanelled, to try the

JOHN IRONS, *Coroner.*

DATE

January.

RETURN

DATE

July ...
July ...

July ...
September ...
October ...
October ...
Nov ...

Nov ...

RETURN of the Accidents and Casualties which have occurred on

DATE.	Time of day or night.	No. and description of Train.	Name of Con- ductor.	Name of Eng man.
January... 11	11.00 A. M.	Mixed Train.....	Alexander Allan..	James Fitton

Sworn before me at Brockville, this Twenty-first day of July, 1
(Signed) E. L. Aep

RETURN of the Accidents and Casualties which have occurred on the BR

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman
July 4	9.00 P. M.	Special Engine .....	.....	Patsey Donega
July 11	11.45 "	Special Train.....	E. H. Burniston..	Patsey Donega
July 31	1.30 "	Ballast Engine.....	A. F. Leely	Patsey Donega
September. 26	6.45 "	Mixed Train.....	E. H. Burniston..	James Fitton..
October ... 8	7.12 "	Mixed Train.....	E. H. Burniston..	James Fitton..
October ... 9	6.30 "	Mixed Train.....	E. H. Burniston..	James Fitton..
Nov 3	3.30 "	Mixed Train.....	E. H. Burniston..	Myron Ellis...
Nov 10	Night ...	Ballast Engine.....	.....	Lionel Fitton..

Sworn before me at Brockville, this 12th day of January,
(Signed,) EDWARD

RETURN of the Accidents and Casualties which have occurred on the BROCKVILLE AND OTTAWA RAILWAY, during the half-year ending 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employe or other.
January... 11	11.00 A. M.	Mixed Train.....	Alexander Allan.	James Fitton	3 Tay.	Perth.....	Michael O'Malley.....	Brakesmen.....

Sworn before me at Brockville, this Twenty-first day of July, 1860.

(Signed)

E. LAWLESS, J. P.

I hereby certify

RETURN of the Accidents and Casualties which have occurred on the BROCKVILLE AND OTTAWA RAILWAY, during the half-year ending Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. and Name of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employe or other.
July 4	9.00 P. M.	Special Engine .....	.....	Patsey Donegan..	No. 3. Tay.....	Near Smith's Falls.....	.....	.....
July 11	11.45 "	Special Train.....	E. H. Burniston..	Patsey Donegan..	No. 2. Ottawa.....	1 mile North of Brockville.....	.....	.....
July 31	1.30 "	Ballast Engine.....	A. F. Leely	Patsey Donegan..	No. 2. Ottawa.....	Near Smith's Falls.....	Luke Healey	Resident
September. 26	6.45 "	Mixed Train	E. H. Burniston..	James Fitton....	No. 3. Tay.....	Franktown .....	.....	.....
October ... 8	7.12 "	Mixed Train.....	E. H. Burniston..	James Fitton....	No. 3. Tay.....	Carlton Place.....	.....	.....
October ... 9	6.30 "	Mixed Train.....	E. H. Burniston..	James Fitton....	No. 3. Tay.....	Smith's Falls.....	.....	.....
Nov 3	3.30 "	Mixed Train.....	E. H. Burniston..	Myron Ellis.....	No. 1. St. Lawrence.	Brockville.....	E. H. Burniston.....	Conductor
Nov 10	Night	Ballast Engine.....	.....	Lionel Fitton....	No. 2. Ottawa.....	Pike Falls.....	.....	.....

Sworn before me at Brockville, this 12th day of January, 1861,

(Signed,)

EDWARD LAWLESS, J. P.

No. 32.

AY, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act,"
toria, Chapter 12th, Section 14.

Description of ed or killed.	Whether pas- senger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
y.....	Brakesmen.....	Fracture of cranium.....	.....	Caused by his own carelessness in coupling cars; no blame attached to any other Employé. Man recovered.	

I hereby certify that the above return is correct, to the best of my knowledge and belief.

(Signed)

A. BROOK,

Engineer and Acting Superintendent B. & O. Railway.

No. 32.

during the half-year ending the 31st December, 1860, made in compliance with the provisions of the "Accidents on Railway Act," 20th Victoria, Chapter 12th,
Section 14.

or description of injured or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....			2 Cows killed..... 2 Horses killed.....	Fences good; bars left open. Supposed to have jumped fence to graze along track—fences good.	Jury exonerated Company.
lealey.....	Resident.....	Killed.....	Horse killed.....	Man deaf, walking on track.....	
.....	.....	.....	Cow killed.....	Fences good, bars left open. At large on public road, at crossing.	
.....	.....	.....	Cow injured.....	At farm crossing.	
Burniston.....	Conductor.....	Jammed between cars.....	.....	Coupling cars, not seriously injured; resumed work in two weeks.	
.....			Cow killed.....	Bars left open.	

I hereby certify that the above return is correct to the best of my knowledge and belief,

(Signed,)

A. BROOKE,

Engineer and Acting Superintendent of the Brockville and Ottawa Railway.

No. 32.

the "Accidents on Railways Act,"

any to prevent	Verdict of Coroner's Jury.
cars; no blame vered.	

Superintendent B. & O. Railway.

No. 32.

"Accidents on Railway Act," 20th Victoria, Chapter 12th,

ken by Company to prevent ence.	Verdict of Coroner's Jury.
RKS.	
to graze along track—fences	Jury exonerated Company.
ing.	
jured; resumed work in two	

by knowledge and belief,

Agent of the Brockville and Ottawa Railway.

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1860.

July . . .

Aug. . . .

RETURN of the Accidents and Casualties which have occurred on the N

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name Engineer
1860.				
July	3 Night	Passenger	T. McGuire	G. Morgan
Aug.	28 Day	Wood		John Herbe

Sworn before me, at Montreal, this 14th February, 1861.

(Signed)

T. B(

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RETURN of the Accidents and Casualties which have occurred on the MONTREAL & CHAMPLAIN RAILWAYS of Canada, during the
20th Victoria, Chapter 12th, Sec.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé, or other.
1860.								
July	3 Night	Passenger	T. McGuire	G. Morgan	St. Helen	Near Laprairie Junction.	David Walsh	Employé
Aug.	28 Day	Wood	John Herbert	Hem'ng-ford.		Near Caughnawaga . .	Chas. Oswenkarisher . .	Other

Sworn before me, at Montreal, this 14th February, 1861.

(Signed)

T. BOUTHILLIER, J. P.

of Canada, during the half-year ending the 31st December, 1880, made in compliance with the Provisions of the "Accidents on Railways Act,"
Victoria, Chapter 12th, Section 14.

Description of d or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
	Employé	Found dead on track		Supposed to have been asleep on track	"The jurors of the inquisition were of opinion that the said David Walsh came to his death in an accidental manner, and the jurors of the inquisition were of the further opinion, that no blame or neglect could be attributed or attached to the persons in charge of the M. & C. R. R. Company's Train which ran over and caused the death of the deceased, D. Walsh." (Signed) JOS. JONES, Coroner.
karisher	Other	Killed		The deceased was very old and deaf	"The jurors of the inquisition were unanimously of opinion that the said Charles Oswenkarisher came to his death in an accidental manner, and the jurors of the inquisition were further of opinion, that no blame, or neglect could be imputed to the person in charge of the M. & C. R. R. Company's Gravel Train, which ran over and killed the deceased, Chas. Oswenkarisher." (Signed) JOS. JONES, Coroner.

(Signed) · JOHN DODSWORTH,
Superintendent Motive Power.

No. 33.

Provisions of the "Accidents on Railways Act,"

taken by Company to prevent rence.	Verdict of Coroner's Jury.
MARKS.	
on track.....	"The jurors of the inquisition were of opinion that the said David Walsh came to his death in an accidental manner, and the jurors of the inquisition were of the further opinion, that no blame or neglect could be attributed or attached to the persons in charge of the M. & C. R. R. Company's Train which ran over and caused the death of the deceased, D. Walsh." (Signed) JOS. JONES, <i>Coroner.</i>
and deaf.....	"The jurors of the inquisition were unanimously of opinion that the said Charles Oswenkarisher came to his death in an accidental manner, and the jurors of the inquisition were further of opinion, that no blame, or neglect could be imputed to the person in charge of the M. & C. R. R. Company's Gravel Train, which ran over and killed the deceased, Chas. Oswenkarisher." (Signed) JOS. JONES, <i>Coroner.</i>

DODSWORTH,

Superintendent Motive Power.

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Sept

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RETURN of the Accidents and Casualties which have occurred on the CA

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
September. 7	1½ P. M.	Ballast.....	J. Ross.....	C. J. Bradford.

Personally appeared before me this Twenty-sixth day of

RETURN of the Accidents and Casualties which have occurred on th

N. B.—“Aucun Accident, Industrie, 31st December 1860

(Signed) { C. J. G.
CHAS.

Affermentè par devant moi, à L'Industrie, ce.
(Signed)

RETURN of the Accidents and Casualties which have occurred..

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engine- man.
1860. September 7	3.00 P. M.	Shunting to make up train...	Not reported.	Hugh Keenan....

Sworn before me this 5th day of Janu

(S

RETURN of the Accidents and Casualties which have occurred on the CARILLON AND GRENVILLE RAILWAY of Canada during the half-year ending 31st December, 1860.
Victoria, Chapter 12th, S.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé, or other.
September. 7	1½ P. M.	Ballast.....	J. Ross.....	C. J. Bradford....	1	Chatham.....	Xavier Leaderoute.....	Other.....

Personally appeared before me this Twenty-sixth day of December, A. D., 1860, the said J. F. BARNARD, and maketh oath to the foregoing.
 (Signed)

N. B.—The Line was closed for the winter on

RETURN of the Accidents and Casualties which have occurred on the St. LAWRENCE AND INDUSTRY RAILWAY, during the half-year ending 31st December, 1860.
20th Victoria, Chapter 12th, S.

N. B.—“Aucun Accident, Industrie, 31st December 1860

(Signed)

{ C. J. GOULET, *Surs.*
 { CHAS. W. PAUNETON, *Secretary Treasurer.*

Affermenté par devant moi, à L'Industrie, ce 7 Janvier, 1861.

(Signed)

GASPARD de LANAUDIER, J. P.

RETURN of the Accidents and Casualties which have occurred on the WELLAND RAILWAY of Canada, during the half-year ending 31st December, 1860.
20th Victoria, Chapter 12th, S.

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger employé or other.
1860. September 7	3.00 P. M.	Shunting to make up train...	Not reported.	Hugh Keenan....	1	Port Colborne.....	Daniel Sullivan, laborer.	Neither pass'gr or employé

Sworn before me this 5th day of January, 1861, at St. Catharines.

(Signed)

J. V. LEPPER, J. P.

of Canada during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Description of or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
ute.....	Other	One foot smashed.	None	Was drunk, lying by roadside in a ditch, with one foot on the rail, in a deep cutting, on a curve, where he could not be seen in time to prevent the accident.	

ARD, and maketh oath to the above return.

(Signed) EDWIN PRIDHAM, J. P.

J. F. BARNARD, *Superintendent.*

was closed for the winter on the 28th November. J. F. B.

ILWAY, during the half-year ending the 31st December 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

la, during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

on of killed.	Whether passenger employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
borer.	Neither passen'gr or employé.	Death.....		Deceased was standing on the track, the whistle was blown before the train moved, but no attention was paid to it by him. He was supposed to have been partially intoxicated at the time. He was standing in rear of the train which was backed over him. No action was taken by the Company to prevent a recurrence beyond their general instructions in regard to the management of trains to the Employés in charge	Accidental Death.

The above is a true return, Welland Railway Office, St. Catharines, 4th January 1861.

(Signed)

HIRAM SLATE, *Secretary W. Railway Company.*

No. 34.

RET

RILLO the "Accidents on Railways Act," 20th

No. of Engine	any to prevent Verdict of Coroner's Jury.
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December F. BARNARD, *Superintendent.*

e St. L. "Accidents on Railways Act,"

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W. PA

7 Jan

on the "Accidents on Railways Act,"

No. of Engine.	any to prevent Verdict of Coroner's Jury.
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1	tle was blown as paid to it by ally intoxicated he train which a by the Com- general instruc- o the Employés	{ Accidental Death.
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ary, 1
Signed W. Railway Company.

186
March

RETURN of the Accidents and Casualties which have occurred on the S

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineer
1860. March	3 1.00 P. M.	Freight	W. Anderson	Samuel Eager pa

Sworn before me, Charles S. Peirce, one of H. M. Justices of

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*RETURN of the Accidents and Casualties which have occurred on the STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY, during the h
Victoria, Chapter 12th, Section*

DATE.		Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, employé, or other.
1860. March	3	1.00 P. M.	Freight	W. Anderson	Samuel Eager .....	.....	West Farnham.....	Richard Frost.....	Fireman

Sworn before me, Charles S. Peirce, one of H. M. Justices of the Peace, for the District of Montreal, St. John's, C. E., July 3rd, 1860.

(Signed)

CHARL

No. 35.

RAILWAY, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

Person killed.	Whether Passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	Fireman	Killed .....	.....	{ While shutting off cylinder cocks, train moving slowly, deceased slipped, and the Locomotive passed over, killing him instantly. }	Accidental.

Witness, C. E., July 3rd, 1860.

(Signed)

CHARLES S. PEIRCE, J. P.

(Signed)

FRANCIS PRUYN,

Superintendent and Engineer.

No. 35.

TA
R s of the "Accidents on Railways Act," 20th

Company to prevent

Verdict of Coroner's Jury.

train moving slowly,
passed over, killing

Accidental.

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rintendant and Engineer.

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DATE

1860.

April

DATE

November

RETURN of the Accidents and Casualties which have occurred on

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.
1860.				
April	5	5.00 P. M. Mail Train.....		C. T. Hastings..

Sworn before me, at Ottawa, this 31st day of July, 1860.

(Signed,)

JAMES L JO

RETURN of the Accidents and Casualties which have occurred on

DATE.	Time of day or night.	No. and description of Train.	Name of Con- ductor.	Name of Engine man.
November. 29	10.00 A. M.	No. 2 Mixed.....	S. Daniel	L. Loomis

Sworn before me this Twenty-first day of

(Sign

WI

RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY, during the half-year
20th Victoria, Chapter 12th, Section

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé or other.
1860.								
April	5	5.00 P. M. Mail Train.		C. T. Hastings. . .	5	Ottawa Station.	{ David Kidder, (a boy) about ten years of age. }	.....

Sworn before me, at Ottawa, this 31st day of July, 1860.

(Signed,)

JAMES LAING, J. P.

RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY during the half-year
Victoria, Chapter 12th, Section

DATE.	Time of day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employé, or other.
November.	29	10.00 A. M. No. 2 Mixed.	S. Daniel	L. Loomis	2	S'th of Kemptville, 1 mile	Mrs. Allen	Other

Sworn before me this Twenty-first day of January, 1861,

(Signed)

A. SCOTT, J. P.

No. 36.

VAY, during the half-year ending the 30th June, 1860, made in compliance with the Provisions of the "Accidents on Railways Act,"
Victoria, Chapter 12th, Section 14.

tion of killed.	Whether passenger, employé or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Coroner's Verdict.
(a boy) are of }		Killed .....	.....	The lad jumped on the forward part of the Engine while it was in motion, and slipping was run over before it could be stopped.....	"Accidental death."

Certified correct.
(Signed,)

JOHN R. WHITE,
Secretary.

No. 36.

VAY during the half-year ending the 31st December, 1860, made in compliance with the Provisions of the "Accidents on Railways Act," 20th
Victoria, Chapter 12th, Section 14.

ption of or killed.	Whether passenger, employé, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident—Action taken by Company to prevent recurrence. REMARKS.	Verdict of Coroner's Jury.
.....	Other	Killed	None	Attempting to cross the track in front of the train while in motion, and falling down.....	"Accidental death."

(Signed)

JOHN R. WHITE.

Secretary O. & P. Railway Company.

No. 36.

of the "Accidents on Railways Act,"

by Company to prevent K S.	Coronor's Verdict.
rt of the Engine while it un over before it could be	"Accidental death."

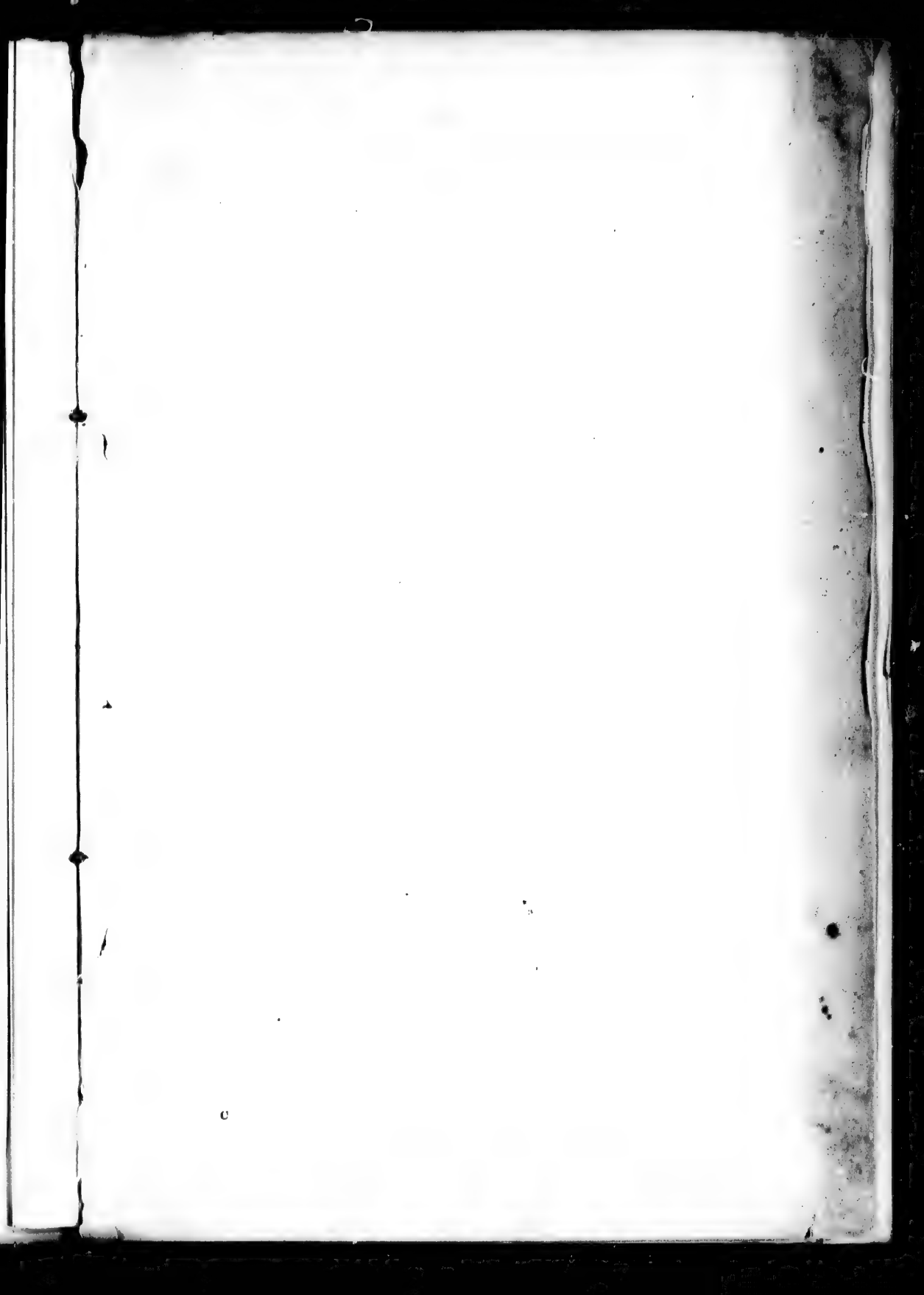
HN R. WHITE,
Secretary.

No. 36.

he "Accidents on Railwags Act," 20th

ompany to prevent	Verdict of Coroner's Jury.
of the train while in	} "Accidental death."

HITE.
Secretary O. & P. Railway Company.



THE GREAT WESTERN

Account

Capital Account, shewing the Receipts and Expenditure of the

RECEIPTS.

Total Receipts to 31st January, 1861.

		\$	c.	\$	c.
<i>To Original Share Account.</i>					
For amount received on 110,072 shares, including 18,473 new shares, paid up in full, and converted into original shares, viz: on 106,659 shares on English Register at £20 10s. stg., per share—exchanged at 109½ per cent., premium.					
		10,640,012.	90		
On 3,413 shares on Canadian Register at \$100 per share					
		341,300.	00		
				10,982,312.	90
<i>To New Share Account.</i>					
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 59,628 new shares, (after deducting the 18,473 new shares, paid up in full, and converted into original shares,) viz: on 59,300 shares on English Registers, at £18 sterling per share,—converted at 109½ per cent., exchange.					
		5,194,680.	00		
On 328 shares on Canadian Register at \$87 60 per share					
		28,732.	80		
				5,223,412.	80
Less amount of arrears on 3rd, 4th, 5th and 6th calls					
		75,237.	87		
				5,148,174.	93
For amount received in anticipation of future calls on new shares					
		28,153.	66		
				5,176,328.	59
Total amount received on account of Share Capital, to 31st January, 1861.					
				16,158,641.	49
<i>To perpetual 5 per cent. Debenture Stock Account.</i>					
For amount received on this account					
				227,273.	34
TO BOND ACCOUNT.					
Bonds at 6 per cent. non convertible, due 1862					
		85,653.	34		
" " " 1864					
		353,806.	66		
" " " 1872					
		2,375,906.	67		
" " " 1876					
		618,066.	67		
" " " 1877					
		2,360,333.	33		
" " " 1878					
		301,733.	34		
" " " 1881					
		4,866.	67		
				6,100,366.	68
<i>To Government Loan Balance</i>					
				2,791,947.	03
				25,278,228.	54

RAILWAY COMPANY OF CANADA.

No. 1.

No. 37.

Company on Capital Account, to the 31st January, 1861.

EXPENDITURE.

Total Expenditure to 31st January, 1861.

	\$	c.	\$	c.
By right of way account.....	931,381.	26		
“ Grading “	4,659,759.	69		
“ Superstructure “	2,674,024.	81		
“ Masonry “	1,052,519.	43		
“ Bridging “	710,960.	93		
“ Fencing “	255,794.	18		
“ Rail “	1,354,935.	00		
“ Locomotive “	1,461,472.	93		
“ Car “	1,671,167.	05		
“ Mechanic. l Buildings account	306,137.	20		
“ Tools and Machinery “	193,660.	59		
“ Turntables, Tanks, Pumps and Signals account	134,858.	62		
“ Engineering “	409,449.	26		
“ Station Buildings “	1,116,075.	53		
“ Salaries “	82,652.	95		
“ Payment to Sir Allan N. MacNab “	40,000.	00		
“ Interest, Discount and Premium on Bonds and Shares ac’t	337,724.	32		
“ Agency “	180,585.	30		
“ Law Expenses “	72,477.	64		
“ Police Force “	12,175.	90		
“ Insurance and Taxes “	2,774.	28		
“ Stationery, Advertising and Printing “	24,668.	39		
“ Telegraph “	12,618.	90		
“ Travelling and Incidental expenses “	83,743.	55		
“ Office Furniture “	12,565.	80		
“ Engineering survey for double track “	9,578.	97		
“ Steamboat account—“ Canada” and “ America” “	417,592.	48		
“ Steam Ferry-boats at Detroit:				
“ “ “ Transit”	\$55,909.	15		
“ “ “ Windsor”	15,085.	51		
“ “ “ Union”	120,424.	26		
	191,418.	92		
“ Hamilton and Toronto Railway account	1,939,078.	91		
<i>Expenditure on Main Lines, Hamilton, Toronto and Galt Branch.</i>			20,351,152.	92
By Sarnia Extension, Works, Bridges, Stations, &c., &c.	2,247,599.	08		
“ “ Land account	30,069.	09		
			2,277,668.	17
“ Galt and Guelph Railway “			371,283.	08
Total expenditure on Capital account			23,000,104.	17
“ Detroit and Milwaukee Railway Company, Loan account ..			1,216,666.	67
By Balance			1,061,457.	70
			25,278,228.	54

THE GREAT WESTERN

Account

Revenue Account, shewing the Receipts and Expenditure of the Company on

RECEIPTS.

	\$.	c
To amount received for the carriage of Passengers.....	1,021,701.	47
" Parcels and Mails.....	73,330.	12
" Freight and Live Stock.....	1,093,968.	15
Total.....	2,188,999.	74
" Rents	8,943.	60
	2,197,943.	34
To Balance brought down.....	1,032,949.	76
Surplus of Revenue brought forward from half-year ended 31st January, 1860..	115,890.	81
	1,148,840.	57
To Balance brought down.....	319,934.	39
	319,934.	39

319 934.39

RAILWAY COMPANY OF CANADA.

No. 2.

No. 38.

Revenue Account during the year 1st February, 1860, to 31st January, 1861.

EXPENDITURE.

	\$.	c.
By Maintenance of Way	148,269.	23
“ Locomotive Power	393,155.	13
“ Repairs and Renewals of Passenger and Freight Cars	93,096.	34
“ Coaching Transit Expenses	201,599.	48
“ Merchandize Transit Expenses	185,386.	99
“ General Charges	71,960.	62
Total Ordinary Working Expenses	1,093,467.	79
“ Taxes	13,597.	96
“ Railway Inspection Fund	2,393.	75
“ Insurance	10,534.	08
“ Suspension Bridge Rent	45,000.	00
Total Revenue Expenditure	1,164,993.	58
“ Balance Carried Down	1,032,949.	76
	2,197,943.	34
By Renewal of Rails, Sleepers, Fences, Bridges, &c., (including the proportion chargeable to Revenue, of the cost of renewing the Desjardins and Welland Swing Bridges)	213,313.	89
By Interest on the Balance of Government Loan to 1st January 1861	170,316.	30
“ Interest on Bonds, &c., after deducting Interest received	357,938.	13
“ Amount of Outstanding Bonds at Debit of Desjardins Accident Account; and Sundry other Claims and Expenses arising out of the Desjardins and Flamboro Accidents	23,463.	41
By Balance of Bad Debt Account	28,871.	34
“ Amount of Detroit and Milwaukie Interest Bonds received for Interest on the D. and M. Stock, accepted in payment for Steamers “Canada,” and “America.”	21,000.	00
By Balance of Galt and Guelph Railway “Overdue Interest Account,” being Amount of Interest due to this Company, and taken credit for in former Accounts, but not having been received, is now written back	3,804.	95
By Balance of Galt and Guelph Railway “Working Account,” being the loss on the working of that line from 1st February, 1858, to 31st January, 1860. Balance Carried Down	10,198.	16
	319,934.	39
	1,148,840.	57
By proposed Dividend at the rate of 3 per cent per Annum on the Share Capital. Surplus in Hand to be Carried Forward	243,086.	07
	76,848.	32
	319,934.	39

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Account

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21,701.47

73,330.12

93,968.15

88,999.74

8,943.60

97,943.34

32,949.76

15,890.81

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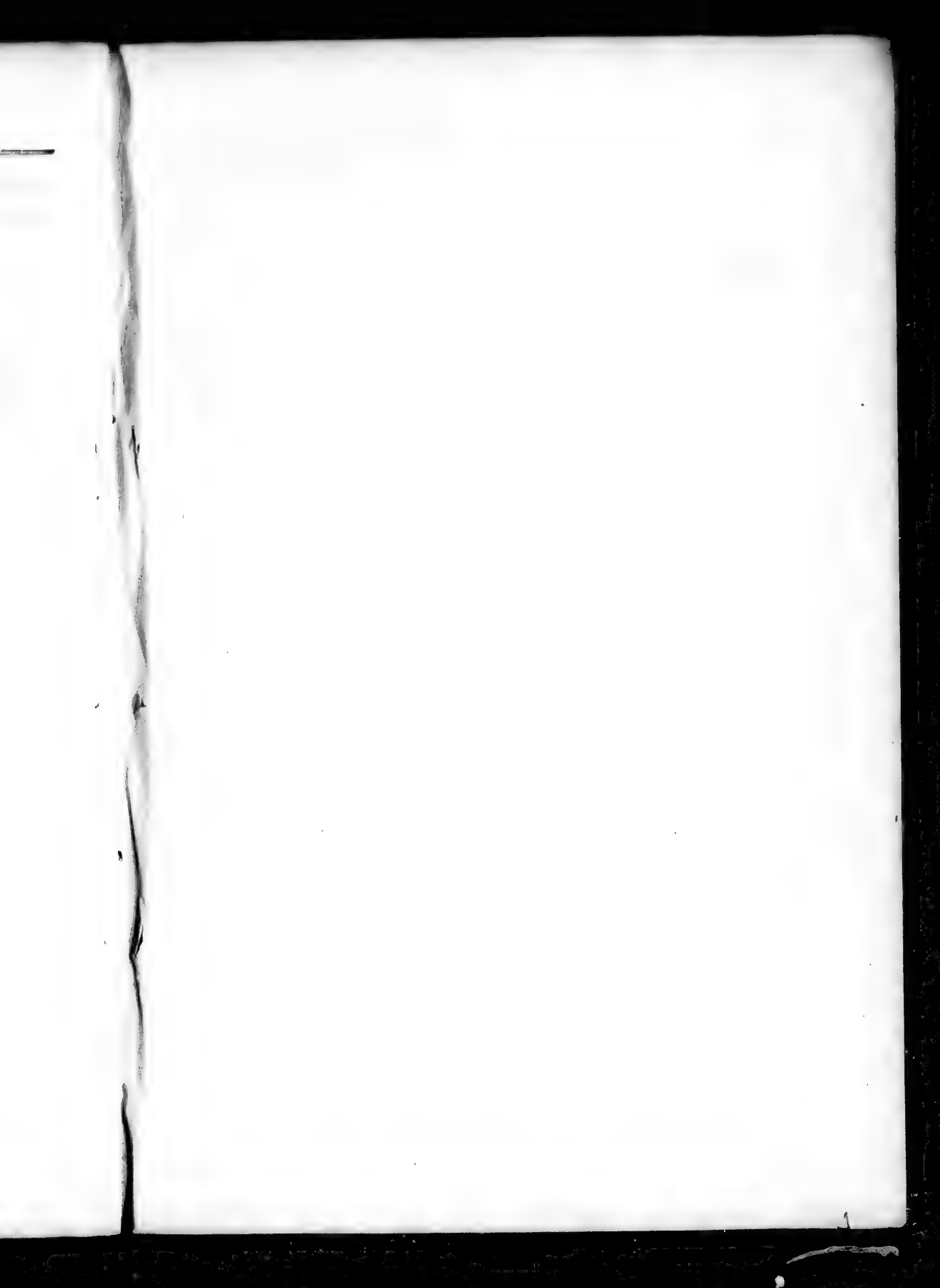
GREAT WESTERN RAILWAY COMPANY OF CANADA.

ACCOUNT No. 3.

No. 30.

GENERAL BALANCE SHEET TO 31st JANUARY, 1861.

<i>Dr.</i>	<i>Cr.</i>
Amount out-standing and due to the Company or Traffic Ac't	
General Stores on hand, 31st January, 1861	\$169,120.16
Fuel Stores (Wood)	221,634.12
Mechanical Stores	90,473.06
Rail Stock Account	62,752.06
Municipal Bonds	241,125.40
Amount of Interest due to 31st Jan. 1860, on	69,400.00
Loan to the Detroit & Milwaukee Railway Co. \$167,437.05	
Less amount of Interest not placed to Revenue	
Account	58,618.06
Balance in Banker's hands	108,818.99
Bills of Exchange not yet due	467,296.59
Sundry Accounts due to the Company	170,333.33
	116,178.28
	<u>\$1,717,132.09</u>



Capital Account for Half

		Expenditure to 31st December, 1859.	Expenditure for Half Year, ending 30th June, 1860.	Total Expenditure to 30th June, 1860.
		\$ c.	\$ c.	\$ c.
(See Abstracts.)				
Commissaries of the St. Lawrence and Atlantic Railroad; Quebec and Richmond; and Quebec and Trois Rivières Railways.	Eastern Division.			
	A Engineering.....	398,248.95	1,423.52	399,672.47
	B Works on Permanent Way.....	9,984,479.00	189,800.53	13,169,059.70
	C Stations, Buildings and Offices,...	1,023,681.65	34,254.13	1,057,935.78
	D Miscellaneous Stock,.....	69,632.28	049.74	70,282.02
	E Electric Telegraph,.....	30,177.84	247.76	30,425.60
	F General Expenses.....	900,265.07	5,328.99	905,594.06
	Lands and Land Damages,.....	185,177.04	22,285.60	207,462.73
	Central Division.			
	A Engineering,.....	368,594.01	4,843.41	373,437.42
Toronto to Sarnia and Branch to London.	B Works and Permanent Way,....	14,178,098.43	161,467.07	14,340,465.50
	C Stations, Buildings and Offices,...	1,647,867.84	27,917.85	1,675,785.69
	D Miscellaneous Stock,.....	31,906.28	277.71	32,183.99
	E Electric Telegraph,.....	24,288.63	144.03	24,432.66
	F General Expenses,.....	720,488.04	10,589.50	731,077.54
	Western Division.			
	A Engineering,.....	219,087.57	513.87	219,601.44
	B Works and Permanent Way,....	7,478,829.98	21,843.06	7,500,673.04
	C Stations, Buildings and Offices,...	576,774.58	110,719.31	687,493.89
	D Miscellaneous Stock,.....	21,680.65	2 762.98	24,423.63
Atlantic and St. Lawrence Railroad, Leased by the Company.	E Electric Telegraph,.....	12,414.57	1,099.09	13,513.66
	F General Expenses,.....	146,013.29	4,929.35	150,942.64
	Amount allowed Canadian Contractors as compensation for stoppage of Works,.....	121,666.67		121,666.67
	Lands at Sarnia,.....	69,026.03	Cr. 25,538.77	43,487.26
	Rolling Stock.			
	Locomotive Stock,.....	2,180,399.55	49,763.91	2,230,163.46
	Passenger Car Stock,.....	386,413.69	56,885.96	443,299.65
	Merchandise Car Stock,.....	1,493,253.01	308,531.23	1,801,784.24
	Portland Division.			
	A Engineering,.....	10,521.35	231.00	10,752.35
	B Works and Permanent Way,....	865,676.05	73,965.20	939,641.25
	C Stations, Buildings and Offices,...	355,897.41	6,981.49	362,878.81
	Locomotive Stock,.....	43,702.19	1,884.69	45,586.88
	Merchandise Car Stock,.....	106,073.05	2,568.86	108,641.91
	Passenger Car Stock,.....	7,313.04	2.31	7,315.35
	D Miscellaneous Stock,.....	5,303.13	20.15	5,323.28
	E Electric Telegraph,.....	9,456.40	11.07	9,467.47
	F General Expenses,.....	116,466.19	2,174.98	118,641.07
	Lands in Portland Division,.....	7,666.75		7,666.75
	Lease of Atlantic & St. Lawrence Railroad,.....	2,077,089.22	171,677.00	2,248,766.22
	Victoria Bridge,.....	6,235,904.72	258,762.62	6,494,667.34
	Steam Ferry Boats and Barges,....	218,421.67	57,898.82	274,320.49
	Chicago, Detroit & Canada G. T. J. R. Co. On Works Detroit Line,.....	269,624.21	Cr. 260,571.49	9,052.72
	Subscription to St. Lawrence Warehouse, Dock & Wharfage Company, London Office Expenses,.....	50,000.00	41,402.86	41,402.86
		105,043.72	73,000.00	123,000.00
			11,042.99	116,086.71
	WORKS IN PROGRESS:—			
	St. Thomas & River du Loup Section, transferred on completion to "Works and Permanent Way," Eastern Division,.....	2,994,780.17	Cr. 2,994,780.17	
	Three Rivers and Arthabaska Branch,.....	39,569.21	122,743.32	162,312.53
		55,785,853.63	1,554,535.70	57,340,389.33
To Balance at Credit of "Capital Account,".....				2,949,767.09
				60,290,146.42

JOSEPH ELLIOTT,
Secy. and Treasurer.

DETAILS OF EXPENDITURE REFERRED TO IN CAPITAL ACCOUNT.

A**ENGINEERING.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Salaries and Office Expenses.....	431.66	4,190.18	300.00	201.00	5,122.84
Surveying, &c.....	460.05	283.00	203.87	30.00	976.92
Travelling Expenses.....	155.00	359.21	.....	.....	514.21
Instruments and Drawing Materials.....	7.51	9.02	.....	.....	16.53
Maps and Plans.....	.....	2.00	.....	.....	2.00
Inspectors.....	369.30	.....	10.00	.....	379.30
	1,423.52	4,843.41	513.87	231.00	7,011.80

B**WORKS AND PERMANENT WAY.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Way contracted for.....	51,066.67	150,847.98	.....	.....	201,914.65
Rails, Chairs, Ties, Fittings, Sleepers.....	81,688.68	38,654.92	10,924.97	52,130.31	183,398.88
Bridges, Tunnels, Culverts, &c.....	27,055.24	21.19	213.93	21,707.46	48,997.82
Extra and additional works.....	19,323.02	Cr. 32,552.42	5,864.30	.....	Cr 7,365.10
Signals.....	52.88	1,602.75	928.74	.....	2,784.37
Ballast and Ballasting.....	10,440.14	2,384.95	3,787.76	127.43	16,740.28
Fencing.....	72.00	298.70	123.36	.....	494.06
Miscellaneous.....	101.90	9.00	.....	.....	110.90
	189,800.53	161,467.07	21,843.06	73,965.20	447,075.86

C**STATIONS, BUILDINGS, AND OFFICES.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Temporary Stations.....	79.20	.....	192.64	.....	271.93
Engine Stations.....	.....	45.00	12,663.89	113.80	12,822.69
Passenger Stations.....	155.52	6,517.37	2,186.55	25.06	8,884.50
Merchandise Stations.....	20.92	12,516.73	1,782.96	1,683.89	16,004.49
Wood and Water Stations.....	614.20	2,190.89	3,109.92	130.22	6,045.23
Offices.....	47.37	685.98	.....	31.50	764.85
Wharves and Depot Grounds.....	33,336.84	5,961.88	90,783.35	4,996.93	135,079.00
	34,254.13	27,917.86	110,719.31	6,981.40	179,872.69

D**MISCELLANEOUS STOCK.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Furniture, &c., in General Offices.....		161.54			161.54
Houses.....	649.74	116.17	641.58	16.12	1,423.61
Fire Engines.....			2,121.40	4.03	2,125.43
	649.74	277.71	2,762.98	20.15	3,710.58

E**ELECTRIC TELEGRAPH.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Instruments.....	178.75	56.54			235.29
Repairing Implements.....	15.00	5.00			20.00
Line.....		38.96	1,095.37		1,134.33
Office Fittings.....	34.46				34.46
Batteries.....	14.72	33.16	3.72	11.07	62.87
Stationery.....	0.28				00.28
Incidentals.....	4.55	10.17			14.72
	247.76	144.03	1,099.09	11.07	1,501.95

F**GENERAL EXPENSES.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Salaries and Office Expenses.....	1,171.39	2,342.77	1,171.39	2,174.98	6,860.53
Rent, Taxes.....	149.34	298.67	149.34		597.35
Books, Stationery, Advertising, &c.....	315.15	623.71	70.04		1,008.90
Insurance.....	54.54	261.58	17.71		333.83
Auditing.....	754.78	1,509.57	754.79		3,019.14
Law and Notarial Charges.....	1,395.79	2,556.23	1,278.11		5,230.13
Travelling Expenses and Miscellaneous.....	1,488.00	2,996.97	1,487.97		5,972.94
	5,328.09	10,589.50	4,929.35	2,174.98	23,022.82

 DETAILS OF EXPENDITURE REFERRED TO IN REVENUE ACCOUNT.

G

LOCOMOTIVE EXPENSES.

	\$	c
Salaries and Wages connected with the working of the Locomotives.....	97,163.29	
Firewood.....	152,807.88	
Oil, Tallow and Waste.....	14,812.98	
Materials for Repairing Engines and Tenders.....	79,929.39	
Wages for Repairing Engines and Tenders.....	70,918.33	
Repairs to Workshops, Tanks, Tools, &c.....	1,451.15	
Repairs not done by the Company.....	13,625.38	
Lighting.....	648.57	
Water.....	20,229.45	
	451,586.42	

H

PASSENGER TRAFFIC EXPENSES.

	\$	c
Salaries to Superintendents, Booking Clerks, &c.....	19,572.31	
Wages to Conductors, Brakesmen, &c.....	29,266.56	
Oil, Tallow and Waste.....	2,668.39	
Materials for Repairing Cars.....	20,678.96	
Wages for Repairing Cars.....	19,754.46	
Repairs to Workshops, Tanks, Tools.....	7,249.03	
Repairs not done by the Company.....	1,787.19	
Fuel.....	12,534.30	
Small Stores.....	363.42	
Lighting.....	7,250.91	
Wages to Switchmen.....	11,625.40	
Miscellaneous.....	969.56	
	133,720.49	

I

MERCHANDIZE TRAFFIC EXPENSES.

	\$	c
Salaries to Superintendents, Clerks, &c.....	27,633.89	
Wages to Conductors, Brakesmen and Porters.....	79,959.35	
Oil, Tallow and Waste.....	16,225.15	
Materials for Repairing Cars and Sheets.....	52,809.70	
Wages for ditto.....	43,936.62	
Repairs to Workshops, Tanks, Tools, &c.....	5,342.76	
Repairs not done by the Company.....	5,820.70	
Lighting.....	7,434.62	
Fuel.....	13,623.50	
Small Stores.....	199.46	
Wages to Switchmen.....	13,037.12	
Miscellaneous.....	5,831.18	
	271,854.05	

K**MAINTENANCE OF WAY AND BUILDINGS.**

	\$	c.
Inspectors', Platelayers', and Laborers' wages and Tools,.....	134,912.	13
Rails, Chairs, Ties, Fittings, &c.,.....	86,387.	03
Ballast and Ballasting,.....	7,786.	40
Repairs to Bridges, Culverts, &c.,.....	36,583.	28
Repairs to Stations, Buildings, &c.,.....	11,147.	41
Repairs to House Property,.....	873.	26
Proportion of Engineers' Salaries and Office Expenses,.....	16,290.	14
Maintenance contracted for,.....	17,574.	95
Small Stores,.....	56.	13
Lighting.....	1,141.	86
Fuel,.....	1,020.	68
Miscellaneous,.....	306.	99
	314,059.	76

L**GENERAL CHARGES.**

	\$	c.
Salaries to Officers and Clerks,.....	32,047.	07
Advertising, Printing, &c.,.....	5,779.	83
Law Charges for General Business,.....	2,879.	25
Insurance,.....	609.	47
Storekeepers' Wages and Office Expenses,.....	473.	35
Travelling Expenses,.....	3,897.	71
Rent and General Office Expenses,.....	6,150.	78
Premium of Exchange paid,.....	1,234.	13
Discount and Loss on Bills,.....	114.	64
Miscellaneous,.....	3,740.	82
	56,915.	30

M**TELEGRAPH EXPENSES.**

	\$	c.
Salaries,.....	10,267.	18
Instruments,.....	100.	75
Repairs,.....	559.	12
Office Fittings,.....	86.	49
Batteries,.....	944.	92
Incidentals,.....	317.	39
Stationery,.....	11.	55
	12,287.	38

N**TAXES.**

	\$	c.
School Taxes,.....	850.	07
Municipal Taxes,.....	6,142.	27
Road Taxes,.....	76.	98
	7,069.	32

\$ c.
97,183.29
152,807.88
14,812.98
79,929.39
70,918.33
1,451.15
13,625.38
648.57
20,229.45
451,586.42

\$ c.
19,572.31
29,266.56
2,668.39
20,678.06
19,754.46
7,249.03
1,787.19
12,534.30
363.42
7,250.91
11,625.40
969.56

133,720.49

\$ c.
27,633.89
79,959.35
16,225.15
52,809.70
43,936.62
5,342.76
5,820.70
7,434.62
13,623.50
199.46
13,037.12
5,831.18
271,854.05

REVENUE ACCOUNT for the Half-year ending 30th June, 1860.

EXPENDITURE.	RECEIPTS.
(See Abstracts.)	
G. Expenses connected with the working of the Locomotives.	Passengers, No. 321, 422, 514,286.31
H. Expenses connected with the Passenger Traffic.	Baggage 4,041.61
I. Expenses connected with the Merchandize Traffic.	Mails 52,687.40
J. Maintenance of the Way and Buildings	Merchandize, Tons 351, 479½ 938,197.21
K. General Expenses connected with the Traffic.	Expresses 12,397.35
L. Expenses connected with the working of the Telegraph.	Car Hire 249.50
M. Taxes	Tickets printed for other Lines 336.40
Expenses connected with the Ferry Boats	Permission to sell Periodicals in the cars 96.00
Amount paid for loss and damage on Goods.	Telegraph Messages 450.00
Compensation and Cattle Claims	Rents 3,637.30
Cost of conveying Passengers, Mails, &c. to and from Stations	Amounts from Great Western, and Ontario, Simcoe and Huron Rail. Co. for use of Union Station, Toronto, 2,009.38
Cost of Cartage of Goods to and from Stations	Amount received from the same, as their share of joint expenses of Union Station 3294.18
Expenses of Agencies in the United States	Amount received for charter of a ferry boat 400.00
Expenses of European Agencies	
Unsettled Traffic Accounts	
Interest on Share Capital, Detroit Line \$37,921 71	
Interest on Debenture Capital, do 42,800 00	
Victoria Bridge maintenance,	
Balance to the Credit of Revenue Account for half-year ending 30th June, 1860,	
	1,432,082.97

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurers Office,
 Montreal, 28th September 1860.

JOSEPH ELLIOTT,
Secy. and Treasurer.

Dr.

GENERAL BALANCES, 30th JUNE, 1860.

Cr.

Dr.

GENERAL BALANCES, 30th JUNE, 1860.

Cr.

	\$	c.		\$	c.
To Cash at Bankers.....	154,032.11		By Balance at Credit of Capital Account.....	2,949,757.09	
" Toronto City Debentures on hand	400,000.00		" Balance at Credit of Revenue Account, viz:—		
" Atlantic and St. Lawrence Shares held by the Company..	191,446.66		Amount at Credit of the Account on		
" Outstanding Traffic Accounts	449,463.39		31st December, 1859.	\$1,329,964.89	
" Balance of Interest paid to date on Capital (the interest on			Balance at Credit of the Account for		
the Shares and Debentures of the Atlantic and St. Law-			half-year ending 30th June 1860..	142,148.19	
rence R. R. Company being included in the Expenditure					
on account of Portland Division).....	9,131,440.15		" Bills payable, outstanding.....	1,472,113.09	
" Balance at Debit of the Atlantic and St. Lawrence R. R.			" Bills of Exchange Account.....	2,112,581.53	
Company	23,029.92		" Premium on Sale of Debentures.....	362,991.26	
" Amount paid to the Commissioners of the Sinking Fund			" Amount due to Sundry Individuals.....	339,693.88	
for the redemption of the Portland City Loan.....	236,250.00		" Amounts charged but not yet paid.....	39,111.81	
" Balance due on Steamship Wharf, Portland.....	26,694.39		" Transfer Fees, London.....	696,422.36	
" Outstanding Traffic Accounts, Detroit Line	699.67		" Loans from Bankers.....	2,676.66	
" Payment to Contractors for working River du Loup Line.	8,169.35		" Detroit, Chicago and Canada G. T. Junction Railway	6,819,848.15	
" Balance due on Sundry Accounts.....	316,460.25		Company on their Lease account.....	86,836.44	
" Do. by Sundry Individuals.....	98,319.08				
" Exchange and Commission Account.....	126,558.07				
" Discount Account.....	2,197,783.77				
" Stores in hand.....	775,689.63				
" Fuel on hand.....					
" Amount paid into the hands of the Provincial Agents on					
account of the Government of Canada, under the provi-					
sions of the Act 19 and 20 Victoria, Chap. iii., viz:—					
On account of the Three Rivers and Artha-					
baska Line	\$409,225.83				
On account of Subsidiary Lines.....	327,770.00				
	736,995.83				
	14,873,032.25				
					14,873,032.25

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurer's Office,
 MONTREAL, 20th September, 1860.

JOSEPH ELLIOTT,
Secy. and Treasurer.

Dr. STATEMENT of the Total Expenditure of the Company, and of the Sources

EXPENDED ON.	Miles.		
Eastern Division—	362	\$ c.	\$ c.
Engineering		547,863.53	
Works and Permanent Way		12,831,327.97	
Stations, Buildings and Offices		1,152,777.37	
Miscellaneous Stock		70,282.02	
Electric Telegraph		30,682.25	
General Expenses		905,694.66	
Victoria Bridge			15,538,527.80
			6,496,300.56
Central Division—	335		
Engineering		873,447.42	
Works and Permanent Way		14,361,401.03	
Stations, Buildings and Offices		1,685,924.09	
Miscellaneous Stock		32,732.64	
Electric Telegraph		24,485.89	
General Expenses		731,677.64	
			17,199,068.01
Western Division—	190		
Engineering		220,418.58	
Works and Permanent Way		7,558,498.55	
Stations, Buildings and Office		694,729.63	
Miscellaneous Stocks		24,769.25	
Electric Telegraph		13,576.90	
General Expenses		150,942.64	
Compensation to Contractors		121,686.67	
			8,784,602.22
Lands and Land Damages			210,007.38
Rolling Stock—			
Locomotive Stock		2,377,330.68	
Passenger Car Stock		484,311.52	
Merchandise Car Stock		1,916,513.52	
			4,778,155.72
Portland Division—[Leased Line.]	149		
Engineering		10,752.35	
Works and Permanent Way		942,835.28	
Stations, Buildings and Offices		362,988.19	
Miscellaneous Stock		7,128.51	
Electric Telegraph		9,467.47	
General Expenses		118,641.07	
Rolling Stock		161,752.07	
Lands in Portland Division		7,666.75	
			1,621,231.69
Sundries—			
Steam Ferry Boats and Barges		283,516.64	
Advanced in Canada on Three Rivers and Arthabaska)			
Branch (exclusive of Drafts from Canada on Funds)		356,133.50	
in hands of Messrs. Baring			
Expended on Works of Detroit Line		29,026.29	
Ditto on Telegraph, Miscellaneous Stock, &c., of do.		10,519.74	
Cash advanced to be repaid by Detroit Company		11,432.45	
Subscription to St. Lawrence Warehouse and Dock Co.		123,000.00	
Port Hope Railway Junction		4,013.86	
Union Station, Toronto		20,518.27	
Montreal Extension Railway		1,051.96	
River du Loup and Woodstock Survey		1,251.00	
London Office Expenses	123,305 74		
Less Transfer Fees	4,623 33	118,682.41	959,145.82
Amount carried forward			\$55,690,039.92

COMPANY OF CANADA.

79

whence its funds have been provided, to 31st December, 1860.

PROVIDED BY.		
	\$ c.	\$ c.
Consolidated Fund.		
Shares Consolidated in Stock.....		13,503,649.00
Share Account.		
Shares not yet Consolidated.....	14,438.48	
Received on Forfeited Shares.....	6,716.00	21,154.48
Debenture Capital.		
Montreal City Debentures.....\$400,000.00		
Island Pond Debentures.....438,000.00		
British American Land Co.'s Debentures.....100,000.00		
Montreal Seminary Debentures.....100,000.00		
Quebec and Richmond Debentures.....	1,038,000.00	
	486,666.67	
Grand Trunk Debentures :—		
6 per cent. Ordinary Debentures.....	8,394,221.34	
7 per cent., Debentures due 1862.....\$2,420,490.21		
“ “ due 1867.....2,433,333.33		
“ “ due 1872.....2,288,212.37		
	7,142,035.91	
Amount received on unissued Company's Debentures, allotted with forfeited Shares, and on Debenture Certificates :—		
Company's.....\$17,763.34		
Government.....17,763.63	35,526.68	
		17,096,450.60
Preference Debenture Capital.		
First Preference Debentures.....	9,733,333.33	
Second Preference Debentures.....	4,066,262.23	
		13,799,595.56
Provincial Debentures.		
Amount of the Provincial Debentures issued on account of—		
The St. Lawrence and Atlantic Railroad.....	2,275,166.67	
“ Quebec and Richmond Railroad.....	1,216,666.66	
“ Grand Trunk Railway.....	11,650,800.00	
		15,142,633.33
Total Nominal Capital.....		59,563,482.97
Add Premium on Sale of Debentures.....		330,693.88
		59,894,176.85
Deduct Discount on Sale of Stock and Debentures.....	1,845,597.70	
Exchange and Commission.....	131,583.11	
Preference Capital Expense Account.....	81,259.04	
		2,058,439.85
Amount carried forward.....		\$57,835,737.00

959,145.82

\$55,690,039.92

Dr

STATEMENT of the Total Expenditure of the Company and of

EXPENDED ON.		
	\$ c.	\$ c.
Amount brought forward.....		85,690,039.92
Balance of Interest paid on Capital to 30th June, 1880, taken as the date of the Completion of Line. (<i>Note.</i> —The Interest on the Atlantic and St. Lawrence Shares and Debentures, included in the Atlantic and St. Lawrence Lease account, is charged to Revenue.).....		8,778,909.16
Interest paid since Completion of Line as above.....		388,149.28
Unpaid Interest, Debenture Capital, London.....		655,417.81
General Interest Account, Canada.....		349,141.93
Discount on Bills, London.....		276,637.96
Discount on Sale of Atlantic and St. Lawrence Shares.....		3,990.67
Balance at Debit of Revenue Account on 31st December, 1880 [See Revenue Account A]		924,668.75
Debenture Purchase Account.....		292.00
Accounts to be classified and charged against Districts of Line:—		
J. Bell, Solicitor	3,163.36	
Rhymney Iron Company, (Invoice wanted).....	15,208.78	
Peto & Co., balance paid, (Invoice wanted) and small balance of stores.....	3,380.00	
T. E. Blackwell's Drawing Account.....	9,976.85	
Abbott & Freer, (their Account per Contra received and waiting complete certification).....	16,511.86	
Goods purchased in London.....	3,856.07	
		£2,096.92
Amount carried forward.....		\$67,119,344.40

RAILWAY
pany and of

\$ c.
5,690,039.92

8,778,909.16

388,149.28

655,417.81

349,141.93

276,637.96

3,990.67

924,868.75

292.00

12,096.92

\$67,119,344.40

COMPANY OF CANADA.

81

the Sources whence its funds have been provided, to 31st December, 1880.

Cr.

PROVIDED BY.

Amount brought forward..... \$ c.
57,835,737.00

Amount carried forward..... \$57,835,737.00

Dr. STATEMENT of the Total Expenditure of the Company and of the Sources

EXPENDED ON.			
		\$	c.
Amount brought forward.....			67,119,344.40
Atlantic and St. Lawrence Shares, in hand.....	158,166.85		
Atlantic and St. Lawrence Debentures, ".....	38,500.00		
Toronto City Debentures.....	229,706.67		
Toronto Bonds Suspense Account.....	20,283.33		
Cash at Bankers'.....	\$127,926.18		
Petty Cash.....	127.07		
	128,053.15		
Stores in hand, per Ledger.....	417,452.22		
Fuel in hand ".....	192,168.65		
	609,620.87		
Outstanding Traffic Accounts.....	546,182.33		
Less, Cash Accounted for in London, on Through Traffic Account.....	33,520.68		
	510,655.65		
Amount placed in the hands of the Provincial Agents under Act 19 and 20 Vict. Cap. III. (Balance in excess of Drafts from Canada to be accounted for):			
On Account of Three Rivers and Arthabaska Line.....	\$409,221.83		
" Subsidiary Lines.....	327,770.00		
	736,991.83		
At Debit of the Atlantic and St. Lawrence Railroad Company.....	23,179.92		
Due on Steamship Wharf Portland.....	26,694.39		
Amount paid the Commissioners of the Sinking Fund for Redemption of the Portland City Loan.....	236,250.00		
Unissued Provincial Bonds Account.....	8,441.33		
Canada Drawing Account.....	24,000.00		
London Secretary's Drawing Account.....	1,569.25		
Post Master General of Canada.....	6,738.92		
Bills Receivable, London.....	24,333.33		
Great Western Railway Company.....	3,762.50		
Northern Railway Company.....	7,225.61		
Port Hope and Lindsay Railway Company.....	240.71		
Michigan Central Railroad Company.....	341.92		
Petty Debtors Account and oth. - Minor Debits.....	21,098.36		
Victoria Bridge inauguration Account, (Payable by the Canadian Government).....	\$13,643.04		
Ditto Balance in Suspense.....	2,000.00		
	15,643.04		
Outstanding Traffic Accounts, (1853).....	3,504.32		
Lands and Buildings at Sarnia, in excess of amount transferred to Construction Account.....	45,649.82		
			2,870,605.67
			69,989,950.07

88

whence its funds have been provided to 31st December, 1880.

PROVIDED BY.			
\$	c.	\$	c.
67,113,344.40			87,835,737.00
Amount brought forward.....			
Bills Payable Outstanding, Canada, (to 30th June, 1860, Subsequent Bills included in Private Credits).....	\$ 155,032.42		
London.....	2,594,441.10	2,749,473.52	
Loans on Securities and otherwise See Schedule B.....		7,570,612.41	
Special Loans from Canadian Government.....		178,000.00	
Private Credits, on Store, Fuel, Engineering, Stationery and Miscellaneous Disbursement Schedules, (including a small credit to Freight Department for carriage of Company's Stores).....		597,655.92	
Private Credits, per General Account.....		27,502.18	
Credits per Montreal Paymaster's and Portland Treasurer's Accounts:			
Wages, per Montreal Paymaster's Account.....	\$125,443.61		
Wages and Stores per Portland Treasurer's Acct.	79,930.46	205,374.07	
Chicago, Detroit and Canada Grand Trunk Junction Railroad Company on their Lease Account.....		166,121.71	
Interest in Arrear, Debenture Capital, London.....		655,417.81	
Suspense Accounts, Profit and Loss.....		13,055.45	
			12,163,213.07
2,870,605.67			
			\$60,398,950.07

GRAND TRUNK RAILWAY COMPANY OF CANADA,
SECRETARY AND TREASURER'S OFFICE,
Montreal, 20th May, 1861.

JOSEPH ELLIOTT,
Serv. and Treasurer.

Expenditure on Capital Account, for works of Construction, distinguishing the Expenditure for Half-year ending 31st December, 1860.

(See detail.)	Mile.	Expenditure to 30th June, 1860.	Expenditure for Half-year ending 31st Dec., 1860.	Total Expenditure to 31st Dec. 1860.
EASTERN DIVISION—	393	\$ c.	\$ c.	c. c.
A Engineering		390,672.47	149,191.06	547,863.53
B Works and Permanent Way		13,169,059.70	Cr. 337,731.73	12,831,327.97
C Stations, Buildings and Offices		1,057,935.78	94,841.59	1,152,777.37
D Miscellaneous Stock		70,282.02	" "	70,282.02
E Electric Telegraph		30,425.00	256.05	30,682.25
General Expenses		905,594.06	" "	905,594.06
VICTORIA BRIDGE		6,494,667.34	104,633.34	6,599,300.68
CENTRAL DIVISION—	335			
A Engineering		373,437.42	16.00	373,447.42
B Works and Permanent Way		14,340,465.50	10,935.53	14,351,401.03
C Stations, Buildings and Offices		1,675,785.69	10,138.40	1,685,924.09
D Miscellaneous Stock		32,183.99	548.65	32,732.64
E Electric Telegraph		24,432.66	53.23	24,485.89
General Expenses		731,077.54	" "	731,077.54
WESTERN DIVISION—	180			
A Engineering		219,601.44	817.14	220,418.58
B Works and Permanent Way		7,500,873.04	57,825.51	7,558,698.55
C Stations, Buildings and Offices		687,493.89	7,235.74	694,729.63
D Miscellaneous Stock		24,423.63	345.62	24,769.25
E Electric Telegraph		13,513.66	63.24	13,576.90
General Expenses		150,942.04	" "	150,942.04
Compensation to Contractors		121,666.67	" "	121,666.67
LANDS AND LAND DAMAGES		207,462.73	2,544.05	210,007.38
ROLLING STOCK—				
Locomotive Stock		2,230,163.46	147,167.22	2,377,330.68
Passenger Car Stock		443,299.65	41,011.87	484,311.52
Merchandise Car Stock		1,801,784.24	114,729.28	1,916,513.52
PORTLAND DIVISION. (Leased Line.)	149			
A Engineering		10,752.35	" "	10,752.35
B Works and Permanent Way		939,641.25	3,194.03	942,835.28
C Stations, Buildings and Offices		362,878.81	109.38	362,988.19
D Miscellaneous Stock		5,323.28	1,805.23	7,128.51
E Electric Telegraph		9,467.47	" "	9,467.47
General Expenses		118,641.07	" "	118,641.07
Rolling Stock		161,544.14	207.93	169,752.07
Lands in Portland Division		7,666.75	" "	7,666.75
SUNDRIES—				
Steam Ferry Boats and Barges		274,320.49	9,196.15	283,516.64
Advanced in Canada on Three Rivers and Arthabaska Branch, exclusive of drafts from Canada, on Fund in hands of Messrs. Baring. } Expended on Works of Detroit Line. } Expended on Telegraph, Miscellaneous Stock, } &c., of ditto } Cash advances to be repaid by Detroit Company. } Subscription to St. Lawrence Warehouse and } Dock Company. } Port Hope Railway Junction		162,312.53 22,928.81 18,474.05 9,052.72 123,000.00 4,013.56	193,820.97 6,097.48 Cr. 7,954.31 2,379.73 " " " "	356,133.50 29,026.29 10,519.74 11,432.45 123,000.00 4,013.56
Union Station, Toronto		539.76	19,978.51	20,518.27
Montreal Extension Railway		751.96	300.00	1,051.96
River du Loup and Woodstock Survey		" "	1,251.00	1,251.00
London Office Expenses, less Transfer Fees		113,410.05	5,272.36	118,682.41
		\$55,050,764.47	\$639,275.45	\$55,690,039.92

GRAND TRUNK RAILWAY COMPANY OF CANADA,
SECRETARY AND TREASURER'S OFFICE,
Montreal, 20th May, 1861.

JOSEPH ELLIOTT,
Sec. and Treasurer.

the Expendi-

Total Expenditure
Stat Dec. 1880.

C.

547,603.53
12,831,327.97
1,152,777.37
70,282.02
30,082.25
903,594.00
6,590,300.68

373,447.42
14,351,401.03
1,685,924.09
32,732.64
24,485.89
731,077.54

220,418.58
7,559,408.55
694,729.63
24,769.25
13,576.90
150,942.64
121,066.67
210,007.38

2,377,330.68
484,311.52
1,916,513.52

10,752.35
942,835.28
362,988.19
7,128.51
9,467.47
118,641.07
169,752.07
7,666.75

283,516.64

356,133.50

29,020.20

10,519.74

11,432.45

123,000.00

4,013.56

20,518.27

1,051.96

1,251.00

118,682.41

\$55,690,089.92

REVENUE ACCOUNTS.

T,
nd Treasurer.

A.)

REVENUE ACCOUNT

	\$	c.
Revenue Suspense Account, Amount Charged to Revenue on Transactions previous to 1st July, 1860.....	2,386,341.	26
Balance at debit of Revenue Account for Half-year ending 31st Dec., 1860.....	10,440.	57
	2,396,781.	83

Dr

REVENUE ACCOUNT FOR THE HALF

(See Details.)

EXPENDITURE.

	\$	c.
G Expenses connected with the Locomotives.....	407,431.	61
H Expenses connected with the Passenger Traffic.....	125,401.	42
I Expenses connected with the Merchandise Traffic.....	266,243.	02
K Maintenance of the Way and Buildings.....	474,142.	74
L General Charges connected with the Traffic.....	64,262.	16
M Expense of working the Telegraph.....	11,669.	21
N General Expenses, including Direction and Law Charges, &c.....	29,543.	33
O Taxes.....	16,748.	61
Expenses for working the Ferry Boats.....	11,748.	91
Victoria Bridge Maintenance.....	580.	83
Expenses of Sarnia Hotel.....	2,678.	80
Land Damages.....	1,451.	01
Loss and Damage to Property.....	17,947.	90
Compensation for Loss or Injury to Life.....	1,581.	70
Cattle Claims.....	1,239.	37
Conveyance of Passengers and Mails to and from Stations.....	1,064.	94
Cartage and Expenses on Passengers' Goods.....	11,743.	90
Expenses of Agencies in Canada and the United States.....	23,540.	90
Expenses of Agencies in Europe.....	2,698.	25
Ogdensburgh Ferry.....	993.	25
Loss on working River du Loup Line.....	4,889.	26
Paid on Contract with Proprietors of Lake Steamers.....	14,590.	00
Freight of Company's Stores and Fuel Credited but not otherwise Charged.....	22,136.	72
	1,514,327.	84
To Rents and Interest on Mortgages:—		
Atlantic and St. Lawrence Lease.....	\$190,832.	40
Chicago, Detroit and Canada G. T. Junction Railroad Co. . .	87,600.	00
Rent of Lands at South Quebec.....	1,370.	00
Rent of Lands at Point St. Charles, Montreal.....	2,990.	58
Interest on Mortgage on Lands at Toronto.....	1,111.	00
Interest on Mortgage on Lands at Sarnia.....	2,400.	00
	286,303.	98
	\$1,800,631.	82

ACCOUNT

\$ c.

2,386,341.26
10,440.57

2,396,781.83

(GENERAL.)

Cr.

Balance at Credit of Revenue, in Accounts of 30th June, 1860, as audited. . . .	\$ c. 1,472,113.08
Balance carried to General Account, being the Debit against Revenue Account on 31st Dec., 1860.	924,668.75
	<u>2,396,781.83</u>

THE HALF**YEAR ENDING 31st DECEMBER, 1860.**

Cr.

RECEIPTS.

\$ c.		\$ c.
407,431.61	Passengers, No. 418,076½.	705,472.58
125,401.42	Special Service.	4,422.30
266,243.02	Baggage.	4,747.66
474,142.74	Mails.	57,652.80
64,262.16	Merchandise. Tons, 334,145.	1,011,030.71
11,669.21	Expresses.	15,199.89
29,543.33	Car Hire.	546.64
16,748.61	Telegraphic Messages.	1,165.76
11,748.91	Newspaper Rent.	266.66
580.83	Ticket Printing.	10.00
2,678.80	Rents.	10,461.99
1,451.01	Sarnia Hotel.	1,560.00
17,947.90	Amount from Great Western and Northern Railways for use of Union Station, Toronto.	2,009.98
1,581.70	Amount from same Companies for Expenses of same.	2,504.26
1,239.37	Received for Charter of a Ferry Boat.	400.00
1,064.94	Fines.	123.98
11,743.90		<u>1,817,575.21</u>
23,540.90	Loss, Disputed Claim on Traffic Returns.	27,383.96
2,698.25		<u>1,790,191.25</u>
993.25	Balance at debit of Revenue Account for Half-year ending 31st Dec., 1860, after payment of Rents and Interest on Mortgages.	10,440.57
4,889.26		
14,590.00		
22,136.72		
1,514,327.84		<u>\$1,800,631.82</u>

1,800,631.82

GRAND TRUNK RAILWAY COMPANY OF CANADA,
Secretary and Treasurer's Office,
Montreal, 20th May, 1861.

JOSEPH ELLIOTT.
Secy. and Treasurer

Dr.

REVENUE SUSPENSE**Being Charges against Revenue (less Credits) which have been made in the Company's**

	\$	c.
Charges on the Company's Freight, (viz: that portion which belonged to Revenue Account,) incurred previously to 1st July, 1860, as certified by the several Departments	46,930.	86
Returned Gzowski & Co., overcharge on Engines and Cars for Ballasting.....	23,294.	70
Re-Rolled Rails paid for in the present Half-Year, but received in preceding Half-Year.....	11,528.	37
Loss on working River du Loup Line, in previous accounts.....	8,169.	33
Paid on Lake Steamers, in previous accounts.....	3,815.	00
Paid for Insurance of Buildings at Point St. Charles per previous accounts.....	23,895.	58
Balance for Hire of Cars.....	77.	85
Furniture and supplies to Sarnia Hotel, in previous accounts	19,524.	48
Maintenance Tools purchased of Contractors	5,237.	33
Union Station Expenses, overcharged and returned.....	827.	94
Traffic Department, bad Debts written off.....	11,982.	62
Rents and Interest on Mortgages :		
Atlantic and St. Lawrence Lease Account.....	\$2,248,766.	22
Rent of Lands at South Quebec.....	1,864.	39
Interest on Mortgage on Lands at Toronto.....	751.	00
Interest on Mortgage on Lands at Sarnia.....	2,400.	00
		225,3781.61
		\$2,398,965.69

DETAILS REFERRED TO IN THE FOREGOING ACCOUNTS.

Schedule B. LOANS ON SECURITIES AND OTHERWISE.

	\$	c.
K. D. Hodgson.....	121,590.22	
Baring Brothers & Co.....	1,468,104.95	
Special Loan, Bank of Upper Canada.....	200,000.00	
Loans on Company's Ordinary 6 per cent. Bonds.....	632,666.65	
Loans on Toronto Corporation Bonds.....	183,765.33	
London Cash Account (due Glyn & Co.).....	50,344.56	
Peto & Co., Company's Debentures Loan Suspense Account.....	28,713.33	
Glyn & Co., Loan Account, 1860.....	1,385,174.96	
Thomas Baring, Loan Account, 1860.....	261,377.96	
G. C. Glyn, Loan Account.....	247,835.00	
Provincial Agents, Loan Account, 1860, London, (Loan on joint security of Postal Revenue of the Company and second Preference Debentures.....	245,830.66	
Glyn, Mills & Co., New Loan, 1860.....	158,166.66	
Baring, Brothers & Co., New Loan, 1860.....	158,166.67	
Expense Loan Account, Glyn & Co.....	2,433.33	
Financial Agents of Canada, Loan Account, London Board Minute, 15th Nov., 1860. (Loan on Security of Debentures of Province of Canada).....	2,433,333.33	
	\$7,577,503.61	
Less Baring, Brothers & Co., Suspense Account, London.....	6,891.20	
	\$7,570,612.41	

DETAILS OF EXPENDITURE REFERRED TO IN CAPITAL ACCOUNT.

A ENGINEERING.

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$	\$	\$	\$	\$
	c.	c.	c.	c.	c.
Salaries and Office Expenses.....	5.00	.....	.....	.....	5.00
Ditto River du Loup Section.....	148,000.00	.....	.....	.....	143,000.00
Surveying.....	26.06	10 00	817.14	.....	853.20
Maps and Plans.....	160.00	.....	.....	.....	160.00
	148,191.06	10.00	817.14	.....	149,018.20

B

WORKS AND PERMANENT WAY.

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Way contracted for.....	Cr. 5,565.03	8,789.72	36,774.46	1,817.47	41,816.02
Rails, Chairs, Ties, &c.....				47.69	47.69
Way not contracted for.....				1,075.96	1,032.35
Bridges, Culverts, &c.....	1,270.37	Cr. 1,644.43	330.45		19,940.38
Extra Works.....	238.95	2,652.11	16,596.32	453.00	1,062.92
Signals.....		903.36	159.56		4,257.66
Ballasting.....	254.60	78.84	3,924.22		342.58
Fencing.....	146.15	155.93	40.50		
	Cr. 3,655.66	10,935.53	57,825.51	3,194.03	68,299.51
River du Loup Section.....					
Transferred per Engineers Report.....					
To Engineering.....	\$148,000.00				
To Station Buildings, &c.....	92,636.17				
To Locomotive Stock.....	93,440.00				
	Cr. 334,076.17				Cr. 334,076.17
	Cr. 337,731.73	10,935.53	57,825.51	3,194.03	Cr. 265,776.66

C

STATIONS, BUILDINGS AND OFFICES.

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Temporary Stations.....			2,596.00		2,596.00
Engine Stations.....		2,332.21	359.13		2,691.34
Passenger Stations.....	568.07	1,848.91	352.76		2,769.74
Ditto River du Loup Section.....	46,318.09				46,318.09
Merchandise Stations.....	164.92	317.09	799.69	25.89	1,307.59
Ditto River du Loup Section.....	46,318.08				46,318.08
Wood and Water Stations.....	1,400.25	3,044.23	764.89	23.66	5,233.03
Offices.....	2.18	21.82			24.00
Wharves and Depot Grounds.....	70.00	2,574.14	2,363.27	59.83	5,067.24
	194,841.59	10,138.40	7,235.74	109.38	112,325.11

D

MISCELLANEOUS STOCK.

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Furniture in Offices.....		548.65			548.65
Furniture at Stations.....			271.33		271.33
Houses.....			74.29	1,805.23	1,879.52
		548.65	345.62	1,805.23	2,699.50

E**ELECTRIC TELEGRAPH.**

	EASTERN DIVISION.	CENTRAL DIVISION.	WESTERN DIVISION.	PORTLAND DIVISION.	TOTAL.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Instruments		16.00	16.00		32.00
Repairing Implements	103.01		40.50		143.51
Office Fittings	56.50	18.32	4.24		79.06
Batteries	80.73	14.65			95.38
Incidentals	16.41	4.26	2.50		23.17
	256.65	53.23	63.24		373.12

DETAILS OF EXPENDITURE REFERRED TO IN REVENUE ACCOUNT.**G****LOCOMOTIVE EXPENSES.**

	\$ c.
Salaries and Wages Connected with the Working of the Locomotives	95,750.71
Firewood	134,954.58
Oil, Tallow and Waste	14,383.46
Materials for repairing Engines and Tenders	58,847.16
Wages for Repairing Engines and Tenders	73,701.52
Repairs to Workshops, Tanks, Tools, &c.	824.82
Repairs not done by the Company	11,435.79
Lighting	564.59
Water	16,968.98
	407,431.61

H**PASSENGER TRAFFIC EXPENSES.**

	\$ c.
Salaries to Superintendents, Clerks, &c.	20,591.24
Wages to Conductors, Brakesmen, &c.	30,456.20
Oil, Tallow and Waste	3,241.50
Materials for Repairing Cars	17,335.24
Wages for Repairing Cars	18,993.02
Repairs to Workshops, Tanks, Tools, &c.	4,649.96
Repairs not done by the Company	2,205.11
Fuel	7,930.89
Small Stores	176.68
Lighting	5,121.88
Wages to Switchmen	13,662.71
Miscellaneous	1,036.99
	125,401.42

I**MERCHANDISE TRAFFIC EXPENSES.**

	\$	c.
Salaries to Superintendents, Clerks, &c.	28,494.	52
Wages to Conductors, Brakemen, Porters	81,638.	49
Oil, Tallow and Waste.	16,398.	85
Material for Repairing Cars and Sheets.	44,886.	21
Wages for ditto.	43,926.	82
Repairs to Workshops, Tanks, Tools, &c.	8,857.	30
Repairs not done by the Company	2,226.	04
Lighting.	6,166.	01
Fuel.	9,075.	75
Small Stores	294.	57
Wages to Switchmen	15,116.	96
Miscellaneous.	9,161.	50
	266,243.	02

K**MAINTENANCE OF WAY AND BUILDINGS.**

	\$	c.
Inspector's, Platelayers' and Laborers' Wages and Tools.	123,215.	56
Rails, Chairs, Ties, Fittings ..	185,953.	62
Ballast and Ballasting.	44,110.	28
Repairs to Bridges, Culverts, &c.	55,563.	05
Repairs to Stations, Buildings, &c.	25,540.	87
Repairs to House Property.	4,663.	35
Proportion of Engineers' Salaries and Office Expenses	14,075.	57
Maintenance contracted for.	19,440.	04
Small Stores	320.	02
Lighting	198.	82
Fuel.	248.	90
Miscellaneous	812.	66
	474,142.	74

L**GENERAL CHARGES.**

	\$	c.
Salaries of Officers and Clerks.	26,643.	83
Advertising, Printing and Stationery.	19,574.	01
Law Charges for General Business.	4,372.	19
Rent and General Office Expenses.	4,399.	54
Travelling Expenses.	1,762.	09
Storekeeper's Expenses.	337.	21
Insurance	501.	51
Premium of Exchange paid.	273.	38
Discount and Loss on Bills.	641.	40
Miscellaneous.	5,757.	00
	64,262.	16

M**TELEGRAPH EXPENSES.**

	\$	c.
Salaries	10,287.	41
Instruments	6.	15
Repair.	37.	03
Office Fittings.	135.	33
Batteries	716.	20
Incidentals	486.	46
Stationery (Telegraph Stationery included in General charges)	63.	
	11,669.	21

N

GENERAL EXPENSES.

	\$	c.
Salaries and Office Expenses.....	5,006.69	
Direction.....	8,516.67	
Books, Stationery and Advertising.....	2,463.68	
Insurance.....	2,713.69	
Lighting.....	78.43	
Auditing.....	687.90	
Law and Notarial Charges.....	4,379.72	
Travelling and Miscellaneous.....	5,697.55	
	29,543.33	

O

TAXES.

	\$	c.
School Taxes.....	1,204.43	
Municipal Taxes.....	10,150.28	
Road Taxes.....	5,393.90	
	16,748.61	

No. 43.

NORTHERN RAILWAY OF CANADA.

Statement of Receipts and Expenditures on (new) Capital Account, up to the end of the year 1860.

	\$	c.		\$	c.
First Preference Bonds, (delivered)	491,046.	67	In payment of Loans by Government	121,226.	33
			Floating Debt	223,866.	67
			Preliminary Expenses	19,466.	67
			Restoration of Works	106,580.	00
			Discount on Bonds	19,907.	00
	491,046.	67		491,046.	67

Toronto, 24th April, 1861.

(Signed)

GEO. BEATTY,

Secretary.

No. 44.

NORTHERN RAILWAY OF CANADA.

Revenue Account for Fiscal Year of 1860.

	\$	c.		\$	c.
To Interest on First Preference Bonds:			By net earnings from 1st January to 30th June, 1860	35,147.	05
First half-year due and paid 1st July, 1860	11,388.	00	By net earnings from 1st July to 31st December, 1860	37,353.	40
Second half-year paid 1st January, 1861	12,596.	8			
Interest on Second Preference Bonds, half-year ending 1st February, 1860, payable 1st February, 1861	31,561.	13			
Balance	16,952.	4			
	72,500.	45			
				72,500.	45
			By Balance	16,955.	24

Toronto, 24th April, 1861.

GEO. BEATTY,

Secretary.

NORTHERN RAILWAY OF CANADA.

General Balance Sheet for the year ending 31st December, 1860.

	\$	c.		\$	c.
Capital Account (old)	4,044,937.	41	Capital Account (new)	725,620.	00
Discount on Bonds	34,060.	99	First Preference Bonds	491,046.	67
Cash	10,308.	74	Second " "	1,092,566.	68
Bills Receivable	5,517.	60	Government Lien	2,311,666.	67
Due from Stations	3,416.	84	Bonds not entitled to Priority ..	241,184.	68
Through Freight	9,616.	64	Bonds not Exchanged	46,346.	67
Material on hand	20,674.	16	Revenue Account	38,506.	03
Works of restoration	159,232.	70	Bills Payable	10,004.	46
Preliminary Expenses	19,466.	67	Orders on London	47,153.	87
First Preference Bonds on hand.	779,314.	27	All other accounts	53,945.	77
All other accounts	11,415.	48			
	\$5,057,991.	50		\$5,057,991.	50

(Signed)

G.O. BEATTY,

Secretary.

TORONTO, 24th April, 1861

BUFFALO

Dr.

Statement of Capital

60.

\$ c.
 725,620.00
 491,046.67
 092,566.68
 311,666.67
 241,184.68
 46,346.67
 38,506.03
 10,004.46
 47,153.87
 53,945.77

057,991 50

ATTY,
 Secretary.

RECEIPTS.	To 31st July, 1860.	To 31st Jan., 1861.	Total.	Sterling.
	\$ c.	\$ c.	\$ c.	£ s
Original Shares, (1st and 2nd Issue)	2,993,000.00		2,993,000.00	615,000
Preference Shares	651,942.62		651,942.62	133,960 1
New Shares, (April 1859, Issue) ..	364,580.27	336,178.37	700,758.64	143,091 1
Chattel Mortgage Bonds	187,366.66		187,366.66	50,000
	4,196,889.55	336,178.37	4,533,067.92	
Less Mortgage Bonds repaid		366.67	41,366.67	
	4,196,889.55		4,491,701.25	922,952
Balance ..		41,043.62	41,043.62	8,433 1
	4,196,889.55	335,855.32	4,532,744.87	931,385 1

ACCOUNTANT'S OFFICE,
 Brantford C. W., April 18th, 1861.



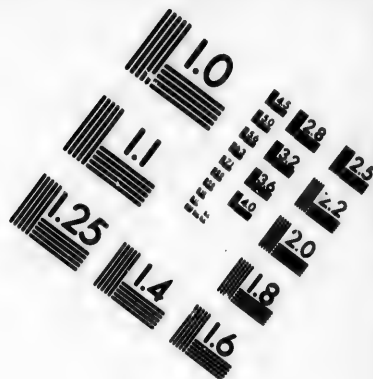
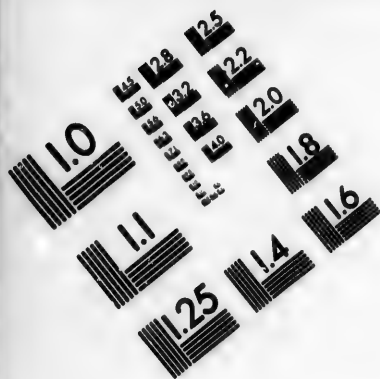
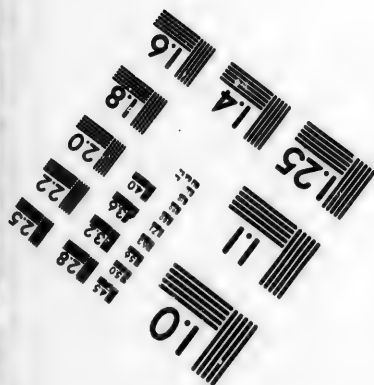
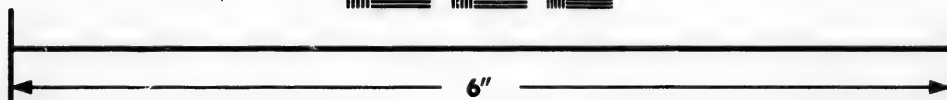
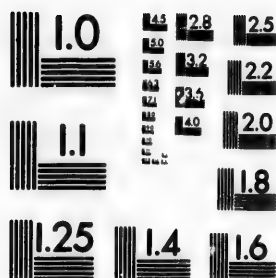


IMAGE EVALUATION TEST TARGET (MT-3)



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BUFFALO AND LAKE HURON RAIL

Dr.

Statement of Capital Account—Year ending 31st Janu

RECEIPTS.	To 31st July, 1860.	To 31st Jan., 1861.	Total.	Sterling.	PAYMENTS.
	\$ c.	\$ c.	\$ c.	£ s. d.	
Original Shares, (1st and 2nd Issue)	2,993,000.00		2,993,000.00	615,000 0 0	Advertising, Printing, and Stationery.
Preference Shares	651,942.62		651,942.62	133,960 16 3	Preliminary, Parliamentary, and Legal
New Shares, (April 1859, Issue)..	364,580.27	336,178.37	700,758.64	143,991 10 0	Direction, Salaries, Office Expenses, Tr
Chattel Mortgage Bonds	187,366.66		187,366.66	30,000 0 0	Office and Station Furniture and
					Machines, &c.,
	4,196,889.55	336,178.37	4,533,067.92		Less for Ticket Machine destroyed....
Less Mortgage Bonds repaid.....		41,366.67	41,366.67		Engineering and Surveying
	4,196,889.55	294,811.70	4,491,701.25	922,952 6 3	Land for Road and Stations.....
					Works and Buildings
					Engines and Tenders.....
					Cars, Trucks, Wagons, and other Rollin
					Steamboats.
					Buffalo Extension, and Fort Erie New
					Goderich Extension and Harbor.....
					Stationery, Engines and Boilers.....
Balance.. ..		41,043.62	41,043.62	8,433 12 6	Stores
					Rental Account
					Forfeited Shares sold, &c.,
					Loss Account—Less Credit transferred.
					Interest and Premium Account
					Settlement and Expenses, Whitehead a
					Unsettled Account of former Directors .
					Buffalo, Brantford, and Goderich Railwa
					on Canada Books
					Deferred Bonds
	4,196,889.55	335,855.32	4,532,744.87	931,385 18 9	

By Balance brought

ACCOUNTANT'S OFFICE,
Brantford C. W., April 18th, 1861.

LAKE HURON RAILWAY.

—Year ending 31st January, 1861.

Cr.

PAYMENTS.	To 31st July, 1860.	To 31st Jan., 1861.	Total.	Sterling.
	\$ c.	\$ c.	\$ c.	£ s. d.
Printing, and Stationery.....	3,592.02	147.13	3,739.15	768 6 5
Stationary, Parliamentary, and Legal Expenser.....	41,584.35	1,772.15	43,356.50	8,908 17 6
Salaries, Office Expenses, Travelling.....	42,553.01	1,968.06	44,521.07	9,148 8 8
Station Furniture and Fittings, Ticket Machines, &c.,.....	12,063.64	10.60	11,495.94	2,362 8 6
Ticket Machine destroyed.....\$578.30				
Engineering and Surveying.....	65,787.53	2,152.00	67,939.53	13,960 8 6
For Road and Stations.....	46,653.51	2,563.18	49,216.69	10 113 0 5
Buildings.....	1,919,503.80	42,605.39	1,962,109.19	403,173 2 6
Engines and Tenders.....	333,789.08	204.00	333,993.08	68,628 14 4
Trucks, Wagons, and other Rolling Stock.....	327,227.81	47,659.95	374,887.76	77,031 14 10
Boats.....	97,914.76		97,914.76	20,119 9 5
Extension, and Fort Erie New Works.....	101,725.67	3,634.76	105,360.43	21,649 8 1
Wharf Extension and Harbor.....	37,669.93	91,061.38	128,731.31	26,451 12 9
Engines, Engines and Boilers.....	2,263.28		2,263.28	465 1 2
.....	3,416.99		3,416.90	702 2 1
Account.....	524,800.50	146,000.00	670,800.50	137,835 14 5
Red Shares sold, &c.,.....	27,905.34		27,905.34	5,733 19 6
Account—Less Credit transferred.....\$28,493.49	165,321.98		136,828.49	28,115 8 11
Interest and Premium Account.....	120,307.43	20,680.71	140,988.14	28,970 8 6
Interest and Expenses, Whitehead and Company.....	5,374.85	125,308.40	130,683.25	26,852 14 5
Red Account of former Directors.....		10,704.12	10,704.12	2,199 9 8
By Brantford, and Goderich Railway Company, Balance	3,879,455.39	496,471.83	4,346,855.43	
Canada Bonds.....	88,356.04	200.00	88,556.04	18,196 8 10
and Bonds.....	97,333.40		97,333.40	20,000 0 0
	4,065,144.83	496,671.83	4,532,744.87	931,385 18 9
By Balance brought down.....			\$41,043.62	£8,433 12 6

(Signed) THOS. W. BUSSELL, Accountant.

BUFFALO AND LAKE HURON RAILWAY.

No. 47.

Dr.

Revenue Account for the year ending 31st January, 1861.

Cr.

REVENUE.		EXPENSES.		STERLING.	
	\$		\$	£	s. d.
Passengers	100,132.02	Maintenance of Way and Buildings	66,850.49	13,736	8 1
Freight	202,998.64	Locomotive Expenses	55,243.36	11,351	7 5
Mails	4,830.00	Transportation Expenses	45,795.30	9,409	19 10
Express and Parcels	5,017.27	General Charges	30,507.60	6,268	13 7
Rent of Stations, &c	1,573.80	Compensation Claims	1,259.79	257	0 3
Demurrage	142.15	Freight Commissions and Allowances	1,860.15	382	4 5
Storage	40.41	Steamboat Expenses, viz:—			
Custom's Fees	75.87	“International” Ferry Boat	\$13,118.52		
News Vending, &c, in Cars	230.00	Payments on account of “Troy,”	1,082.52		
Telegraphs	56.94	Transportation of Passengers and Freight	14,201.04	2,918	0 4
Transfer Fees	273.89	Through Passenger Expenses	14,609.43	3,001	18 4
Special Trains	393.00	Direction, being proportion of Compensation to Canadian Board	5,890.76	1,210	8 8
		Proportion of Expenses of London Office	986.66	202	14 10
		Government Inspection Charges	8,802.76	1,808	15 9
		Insurance Fund	801.07	164	12 0
		Ditto. Premiums paid			
		Law Expenses	5,357.22	1,100	16 0
		Taxes	3,125.38	642	4 1
		Accident Account	2,018.22	414	14 1
		Reception of H. R. H. the Prince of Wales	2,733.26	561	12 8
			1,685.67	346	7 6
		Bad Debts, written off	261,719.07	53,777	17 10
		Balance	2,472.22	507	19 10
			51,572.70	10,597	2 9
			315,763.99	64,883	0 5
To Balance brought down	\$51,572.70				

(Signed) THOS. W. BUSSELL,
Accountant.

ACCOUNTANTS' OFFICE,
Brantford, C. W., April 18, 1861.

General Balance Sheet,

ACCOUNTANTS OFFICE,
Brantford, C. W., April 18th, 1861.

D LAKE

Balance Sheet,

HURON RAILWAY.

31st January, 1861.

STERLING.

£	s.	d.
9,279	17	8
2,633	13	5
1,276	10	9
1,678	3	1
1,008	0	2
1,788	14	2
583	17	11
942	16	6
944	1	0
8,351	0	5
628	4	3
10,000	0	0
1	15	8

STERLING.

	£	s.	d.
By Cash at Banks.....	27,054	14	
" Balance at debit of Capital Account.....	41,043	62	
" Traffic Balances due from Foreign Companies.....	7,611	57	
" Stores and Wood, &c., on hand.....	55,893	69	
" Valuation of Plant handed over to Maintenance Contractor....	10,538	22	
" Amount outstanding on Wood and Land advances by late Contracts.....	3,579	20	
" Amount in Suspense for fitting Royal Car.....	1,000	00	
" Insurance paid not yet chargeable.....	1,897	02	
" Sundry Accounts as per Ledger.....	4,708	19	
" Sundry Floating Accounts with Station.....	12,332	69	
" Amount to debit of General Agent.....	5,006	00	
" Letter of Credit in hands of Treasurer.....	14,600	00	
" Cash received late.....	1,811	25	
" Suspense Account.....	3,018	83	
" Arrears of Call.....	273	75	
	190,368	17	
	39,116	15	0

(Signed)

THOMAS W. BUSSELL,

Accountant.

39,116 15 0

No. 49

LONDON AND PORT STANLEY RAILWAY COMPANY,

SUPERINTENDENT'S DEPARTMENT,

LONDON, April 19, 1861.

J. G. VANSITTART, Esq.,
Secretary, Board of R'y Comms'rs, Quebec.

DEAR S ,

I enclose answers to the questions, 1, 2, and 3, which I promised; hoping the information contained in the Returns will be satisfactory.

I remain,

Yours respectfully,

W. BOWMAN.

1st.—Received on Capital Account.....	\$939,452.00
Expended on Capital Account.....	\$1,017,220.00
2nd.—Traffic Receipts for 1860.....	\$29,385.77
Expended in 1860.....	\$23,256.02

BALANCE SHEET.

	\$	c.		\$	c.
Receipts on Stock.....	420,052.	00	Iron Account.....	141,724.	00
“ 1st Bonds.....	399,400.	00	Right of Way Account.....	121,718.	00
“ 2nd Bonds.....	120,000.	00	Rolling Stock Account.....	73,240.	00
Floating Debt.....	\$77,770.	00	Turn Tables and Buildings.....	32,474.	00
			Superstructure & Incidental Acc't,	457,034.	00
			Engineering Account.....	37,916.	00
			Interest Account.....	45,016.	00
			Discount on Debentures.....	108,100.	00
Total.....	\$1,017,222.	00	Total.....	\$1,017,222.	00

No. 49
PANY,

il 19, 1861.

he information

WMAN.

\$939,452.00

\$1,017,220.00

\$29,385.77

\$23,256.02

\$
141,724.00
121,718.00
73,240.00
32,474.00
457,034.00
37,916.00
45,016.00
108,100.00
017,222.00

No. 50.

WELLAND RAILWAY, 1860.

Earnings.

PERIOD.	Passengers.	Freight.	Elevating.	Rent of Cars.	Total.	Per Week.
Half-year ending June 30th.	\$ 2,558.76	\$ 10,893.87	\$ 1,559.16	\$ 4,055.00	\$ 19,066.79	\$ 733.34
“ “ December 31st.	3,722.66	36,314.05	5,450.91	“	45,487.62	1,749.52
14,686 Passengers at nearly 43c. each.	6,281.42	47,207.92	6,010.07	4,055.00	64,554.41	1,241.43

Expenses.

PERIOD.	Running Trains.	Maintaining Rolling Stock.	Maintaining Roadway.	Maintaining Elevators.	Maintaining Stations.	Maintaining Telegraphs.	Elevating and Shipping.	Traffic Contingencies.	Office Expenses.	Total Expenses.
1st 6 Months.	\$ 6,392.40	\$ 2,345.53	\$ 3,008.70	\$ 68.17	\$ 138.50	\$ 16.52	\$ 1,041.61	\$ 3,252.39	\$ 1,816.01	\$ 16,883.20
July.	1,057.09	379.95	527.12	973.02	138.50	16.52	1,041.61	678.42	189.00	4,008.30
Aug.	1,796.59	679.05	568.56	295.26	16.91	37.95	1,518.75	1,132.92	352.98	6,321.17
Sept.	1,927.71	536.46	540.31	332.51	16.91	44.43	1,894.66	728.59	402.56	6,380.43
Oct.	1,913.14	1,543.74	1,992.84	69.65	18.57	4.69	1,182.22	830.12	441.04	7,380.04
Nov.	1,901.68	617.38	507.75	10.88	144.53	103.59	1,642.25	863.26	479.83	6,100.37
Dec.	1,268.57	289.00	403.69	981.32	318.51	103.59	42.50	1,698.82	297.72	4,200.84
2nd 6 Months.	\$ 9,564.78	\$ 4,045.64	\$ 13,620.27	\$ 981.32	\$ 318.51	\$ 103.59	\$ 7,362.46	\$ 5,931.43	\$ 2,163.13	\$ 34,391.15
Totals.	\$16,257.18	\$6,391.17	\$5,628.97	\$1,049.49	\$318.51	\$103.59	\$7,362.46	\$9,183.82	\$3,979.14	\$51,274.35

Gross Earnings \$64,554.41
“ Expenses 51,274.35
Net. \$13,280.06 \$20.58 per cent. Earnings.
\$79.42 per cent. Earnings.

(Signed) HIRAM SLATE,
Secretary.

No. 51.

WELLAND RAILWAY.

General Balance Sheet, 31st December, 1860.

	\$	c.		\$	c.
To Stock paid up.....	710,299.	60	By Construction Account.....	1,309,209.	92
To Bond Account.....	416,131.	64	" Steamer Account.....	781.	17
	1,126,431.	24	" Fuel ".....	5,285.	36
Floating Debt.....	223,389.	49	" Stores ".....	327.	01
			" Cash ".....	2.	82
				1,315,606.	28
			To Debts due to the Company...	34,184.	45
	1,349,770.	73		1,349,770.	73

(Signed) HIRAM SLATE, *Secretary.*

No. 52.

BROCKVILLE AND OTTAWA RAILWAY.

Receipts and Expenditure for 1860.

DATE.		\$	c.	\$	c.
	<i>Cr.</i>				
December 31.	By Passengers.....	27,005.	56		
	" Freight.....	19,272.	99		
	" Lumber and Cordwood.....	5,320.	50		
	" Mail Service.....	1,885.	97		
	" Express.....	316.	08		
				53,801.	10
	<i>Dr.</i>				
December 31.	Permanent Way and Works.....	9,340.	51		
	Locomotive Power and Rolling Stock.....	11,062.	76		
	Passenger Transit and Freight.....	8,559.	20		
	Miscellaneous.....	5,464.	78		
	Net Income.....			34,427.	25
				19,373.	85

NOTE.—The above income was all expended in payment of Interest }
and in construction and extension of Line.(Signed) ROBT. HERVEY,
Sec. & Treas'r., B. & O. R. R.

Brockville, 23rd May, 1861.

No. 51.

	\$	c.
.....	1,309,209.93	
.....	781.17	
.....	5,285.36	
.....	327.01	
.....	2.82	
.....	1,315,606.28	
any...	34,164.45	
.....	1,349,770.73	

E, Secretary.

No. 52.

AY.

	\$	c.		\$	c.
005.56					
272.99					
320.50					
885.97					
816.08					
			53,801.10		
340.51					
062.76					
559.20					
464.78					
			34,427.25		
			19,373.85		

est }
 EY,
 B. & O. R. R.

No. 53.

BROCKVILLE AND OTTAWA RAILWAY.

Abstract and Balance Sheet of Cash received and expended from the 1st January, 1860, to this date.

Dr.

Cr.

DATE.			
1860. Dec. 31..	To total amount received during the year 1860, for Freight, Passengers, Mail Service, Back Charges on Goods, &c., &c.....	67,494.09	By Back Charges on Goods..... " Construction and Extension of Line..... " Interest..... " Operating Expenses.....
		67,494.09	14,514.84 14,071.50 4,968.00 33,939.75
			67,494.09

BROCKVILLE, 23rd May, 1861.

(Signed)

 ROBT. HARVEY,
 Secy. and Treasurer B. and O. R. R. Company.

MONTREAL AND CHAMPLAIN RAILWAY.

*Receipts and Expenditure on Capital Account for Year 1860.**Cr.**Dr.*

	\$	c.		\$	c.
To Industry Village and St. Lawrence R. R. Co., for a Passenger Car.....	400	00	By Cash paid for Land	376	27
To Grand Trunk Junction for Railroad Iron and in Construction.....	1,718	00	" The Ladies of the Hotel Dieu, for commutation of Seigneurial Dues.....	170	00
To H. R. Campbell, Contractor, thirty-three and four-tenth shares of Capital Stock charged him in final settlement of contract.....	6,680	00	By Cash:	2,400	00
To Balance from Revenue.....	8,437	87	Notarial Fees, in connection with the above.....	18	50
			By H. R. Campbell, Contractor, final settlement for construction of Road and wharves.....	14,271	10
				<u>17,235</u>	<u>87</u>

(Signed)

G. IRVING,

Accountant, M. & C. R. R. Company.

No. 58.

Revenue Account Ottawa and Prescott Railway - Receipts and Expenses for 1880.

EXPENSES.

	\$	c.
Contingent and Office Expenses, and Loss by Fire	3,494.66	
Advertising	737.40	
Mail Service	592.00	
Goods lost and damaged	359.12	
General Superintendence	4,883.30	
Clerks and Agents	5,056.12	
Conductors, Baggage and Brakemen	2,644.00	
Engine and Firemen	2,820.00	
Wood and Water Station Attendance	1,166.25	
Watch and Switchmen	2,455.23	
Labor handling Freight	2,403.29	
Labor on Wood Train	336.89	
Repairs on Locomotives	1,978.27	
" Cars	2,755.61	
" Bridges	61.00	
" Roadway	8,973.34	
" Wharf	24.70	
Rebuilding Locomotives	1,359.64	
Fuel	6,768.13	
Oil and Waste	1,223.55	
Tools and Machinery in Shop	487.39	
Taxes	237.96	
Buildings and Repairs	647.26	
	\$51,465.11	

RECEIPTS.

	Passengers.	Freight.	Miscellaneous.	Total.
	\$	\$	\$	\$
January	1,559.02	3,033.31	182.25	4,774.58
February	1,671.02	2,891.36	187.75	4,750.13
March	2,516.87	2,672.02	197.00	5,385.89
April	2,476.14	1,760.30	323.23	4,559.67
May	3,080.49	1,874.02	202.50	5,157.01
June	3,535.53	2,511.90	193.00	6,240.43
July	4,200.04	3,275.94	199.75	7,675.73
August	4,848.12	3,518.50	250.62	8,617.24
September	5,140.12	3,632.63	194.75	8,967.50
October	3,902.13	3,910.22	204.46	8,016.81
November	3,175.79	2,903.66	269.07	6,348.52
December	1,660.68	2,947.22	250.75	4,858.65
	\$37,775.95	\$34,931.08	\$2,655.13	\$75,362.16

(Signed)

JOHN R. WHITE, Treasurer.

No. 59.

Balance Sheet, Ottawa and Prescott Railway, 31st December, 1860.*Dr.*

5,103½ Shares Capital Stock	\$204,140.00	
2,863 Preferential	114,520.00	
Total Stock		\$318,660.00
1st Mortgage Bonds, £100,000 Sterling		486,666.67
2nd " to Municipalities		300,000.00
3rd " under provisions of Grand Trunk Relief Acts		243,333.34
Floating Debt, Balance		179,331.37
Net Earnings		104,212.16
		<u>\$1,632,203.54</u>

Cr.

Cost of Road and Equipment	\$1,432,647.21	
1st Mortgage Bonds, Balance	181,546.68	
Unpaid on Stock	18,029.65	
		<u>\$1,632,203.54</u>

(Signed)

JOHN R. WHITE,
*Treasurer.*JOHN R. WHITE, *Treasurer.*

(Signed)

No. 60.

État des Recettes et Dépenses, de l'opération du chemin à rails du St. Laurent et du " Village d'Industrie," pour l'année finissant le trente un Décembre, 1860. Savoir.

	DEPENSE.				1860. December 31	RECETTE.			
		£	s.	d.			£	s.	d.
1860. December 31.	Payée pour le réparation dus à J. H. Evans, à la Compagnie du Champlain et à la do. du Richelieu.....	677	0	5	151	10	11		
	Montant de la réparation.....	828	11	4					
	Payé pour l'opération..... £507 10 9								
	Dus à Carter Kerry..... 13 18 3								
	" Beauchemin et Payette .. 1 17 2								
	Montant de l'opération.....	523	6	2					
	Dus au Gouvernement..... 15 0 0								
	Payé pour 525 cordes de bois..... 128 14 4								
	Pour dépenses incidentes..... 49 5 7½								
	à Thomas Sheppard, Engineer..... 150 0 0								
	à C. L. Goulet, Surt..... 100 0 0								
	à C. Lord, Commissionner..... 60 0 0								
	à D. Giguère, Commissionner..... 50 0 0								
	Au Secrétaire Trésorier..... 206 10 0								
	Aux Actionnaires pour Dividends.....								
	Total.....	2,161	7	5½					
	Balance pour carrié.....	37	18	6½					
		2,199	6	0					
						Total.....	£2,199	6	0

Certifié véritable au Village d'Industrie, le 19th Avril, 1861.

(Signed)

C. W. PANNETON,
Secretary, Treasurer.

Secretary, Treasurer.

S. Lawrence and Industry Railway.

1860.	<i>Dr.</i>	1860.	<i>Cr.</i>
December	Cout du Chemin pour achat des terrains,	December 31.	Recu des Actionnaires.
			\$49 300 00

1863.	Dr.		1860.	Cr.	
December....	Com du Chemin p.e.r a Chat des terrains, dommages, clothes, &c. &c.,	\$36,371.00	December 31..	Recu des Actionnaires.....	\$42,300.00
	DEPLUS.			Du a la succession, Honble Dione.	\$300.00
	2 Locomoives.....	\$8,000.00		Du a la divers personnes.....	608.00
	1 Henguard et i Depot a Lanoraie	600.00		Gain des anne'es 1851, 52, 53, 54,	
	1 Quat a Lanoraie.....	300.00		55, 56, 57, 58, 59, & 1860, en sus	
	1 Hengard and i Pompe a St. Thomas.....	100.00		les deividendas payees aux auction-	
	1 Depot au Village d'Industrie.....	500.00		naires et aussi des interets payes	
	1 Battisse Servant pour les Locomo- tives et Boutique de Forge.....	500.00		a divers personnes.....	6,963.00
	Divers outils et agreis de forge.....	200.00			
	1 Maison a l'industrie pour le su- rintendant.....	400.00			
	2 Chais de 1st classe.....	500.00			
	3 " 3rd	500.00			
	16 " charge.....	1,800.00			
	Bois de corde et autres.....	300.00			
	Acier, fer et charbon.....	100.00			
		13,800.00			
	Total.....	\$50,171.00			\$50,171.00

C. W. PANNETON, Sec., Treasurer,

ROLLING STOCK.

*Statement of the number and condition of the Passenger, Freight,
and other Cars and Rolling Stock on all the Railways
in Canada, on the 31st December, 1859.*

DESCRIPTION OF STOCK.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total number.
First-class Passenger Cars				
With 12 wheels	24	3	.....	26
With 8 wheels	142	46	20	208
With 4 wheels		1	.....	1
Second-class Passenger Cars				
With 8 wheels	52	12	5	69
With 4 wheels		4	.....	4
Emigrant Cars				
With 8 wheels	41	9	2	52
Baggage, Mail and Express Cars				
With 12 wheels	10	2	1	13
With 8 wheels	80	16	10	106
With 4 wheels		2	.....	2
Conductors Cars				
With 8 wheels	33	.....	.....	33
Box, Freight and Cattle Cars				
With 8 wheels	2,364	259	80	2,705
With 4 wheels	90	10	1	101
Platform Cars				
With 12 wheels	4	.....	.....	4
With 8 wheels	1,387	216	183	1,786
Gravel Cars				
With 8 wheels	4	.....	96	100
With 4 wheels	108	67	119	294
Spar Trucks				
4 wheels	6	19	.....	25
Hand-cars	83	6	.....	89
Snow Ploughs, large	42	.....	.....	42

No. 62.

No. 63.

*Numbers and State of Repairs of Locomotive Engines running on all the
Railways of Canada, at the end of the year 1859.*

Freight,
Engines

Requiring heavy repairs.	Total number.
.....	26
20	208
.....	1
5	69
.....	4
2	52
1	13
10	106
.....	2
.....	33
80	2,705
1	101
.....	4
182	1,786
96	100
119	294
.....	25
.....	89
.....	42

Number.	NAME OF RAILWAY.	In good repair	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
1	The Great Western and its Branches.....	65	.....	23	88
2	The Grand Trunk Railway of Canada.....	.....	.....	.....	209
3	The Northern Railway of Canada.....	10	2	5	17
4	The Buffalo and Lake Huron Railway.....	17	5	6	28*
5	The London and Port Stanley Railway.....	2	.....	.....	2
6	The Cobourg and Peterboro' Railway.....	.....	.....	3	3
7	The Prescott and Ottawa Railway.....	3	.....	2	5
8	The Erie and Ontario Railway.....	.....	1	.....	1
9	The Montreal and Champlain Railway.....	13	.....	3	16
10	The Carillon and Grenville Railway.....	1	1	.....	2
11	The St. Lawrence and Industry Railway.....	.....	.....	.....	2
12	The Port Hope, Lindsay and Beaverton R'y..	3	1	.....	4
13	The Brockville and Ottawa Railway.....	3	.....	.....	3
14	The Welland Railway.....	.....	.....	.....	4
15	The Shefford, Stanstead and Chambly Railw'y.	.....	.....	.....	.....
16	The Peterboro' and Chemung Railway.....	.....	.....	.....	.....
Totals.....		117	10	42	384

REMARKS.—The two last named Railways, Nos. 15 and 16, are worked by the Engines and Rolling Stock of the Montreal and Champlain and the Cobourg and Peterboro' Railways respectively.

There is an increase of 12 Locomotives on the Grand Trunk Railway. * The numbers on the Buffalo and Lake Huron Railway shew 29 Engines, but No. 9, (the Huron,) was burnt, consequently leaves but 28.

LOCOMOTIVE ENGINES.*Where made, owned by Railway Companies in Canada, 31st December, 1859.*

NAME OF COMPANY.	Canada.	United States.	Great Britain.	Total.
1 Great Western and its branches.....	2	42	44	88
2 Grand Trunk	34	115	60	209
3 Northern	9	8	.....	17
4 Buffalo and Lake Huron	1	27	.....	28
5 London and Port Stanly.....	.....	2	.....	2
6 Welland	1	3	.....	4
7 Erie and Ontario.....	.....	1	.....	1
8 Port Hope, Lindsay and Beaverton	1	3	.....	4
9 Cobourg and Peterboro'.....	3	.....	.....	3
10 Brockville and Ottawa	2	1	.....	3
11 Ottawa and Prescott .....	.....	5	.....	5
12 Montreal and Champlain.....	.....	13	3	16
13 Carillon and Grenville	1	.....	1	2
14 St. Lawrence and Industry.....	.....	1	1	2
15 Stanstead, Shefford and Chambly.....	.....	.....	.....	.....
16 Peterboro' and Chemung.....	.....	.....	.....	.....
	54	221	109	384

REMARKS.

The two last named Railways, Nos. 15 and 16, are worked by the engines and rolling stock of the Montreal and Champlain, and the Cobourg and Peterboro' Railways respectively.

The numbers on the Buffalo and Lake Huron Railway shew 29 engines, but No. 9 (the Huron) was burnt, consequently leaves but 28.

No. 64.

No. 64.

LOCOMOTIVE ENGINES.*Where made, owned by Railway Companies in Canada, 31st December, 1860.*

December, 1859.

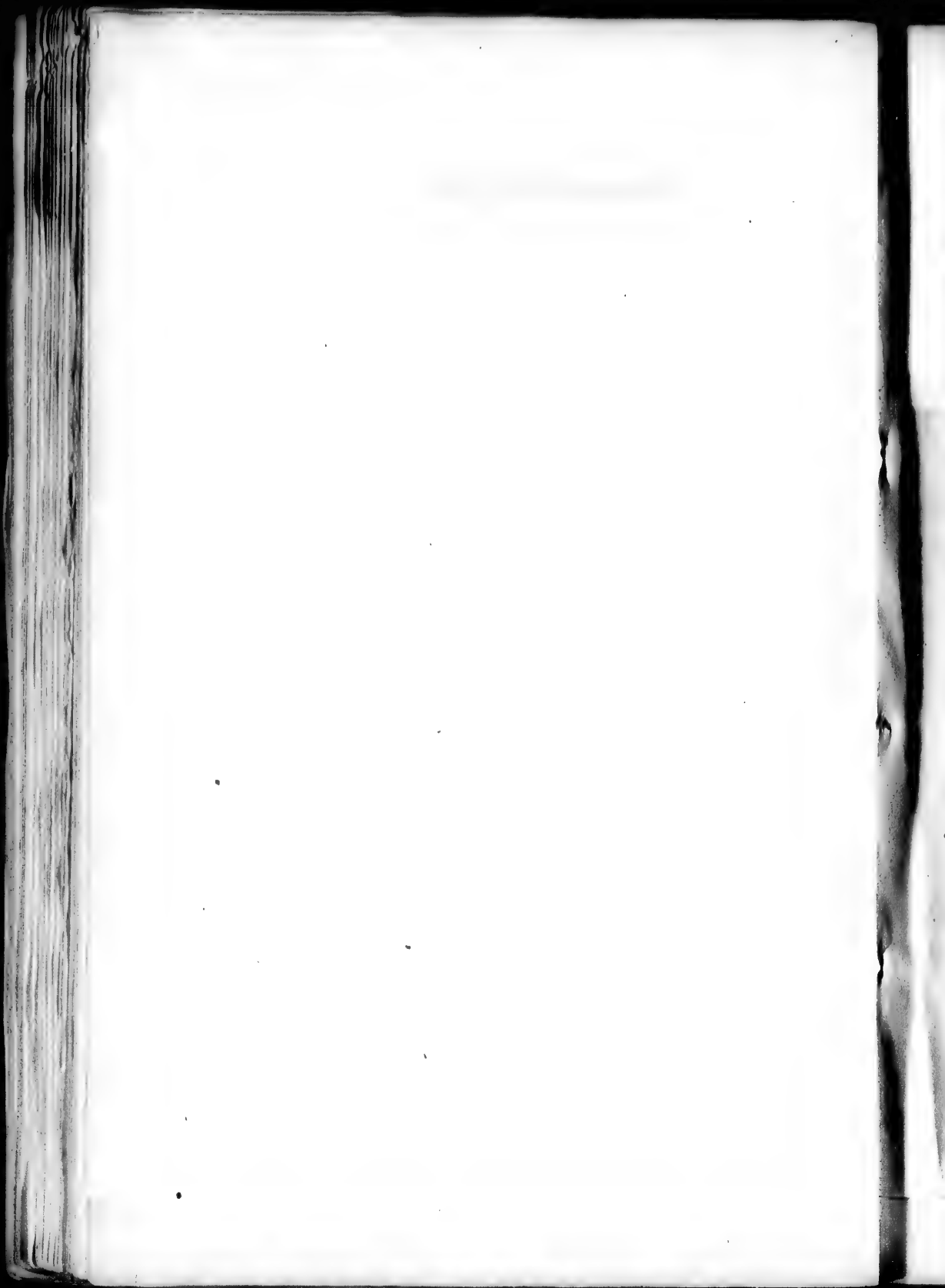
Great Britain.	Total.	NAME OF COMPANY.	Canada.	United States.	Great Britain.	Total.
44	88	1 Great Western and its branches.....	2	44	42	88
60	209	2 Grand Trunk	34	115	60	209
.....	17	3 Northern	9	8	.....	17
.....	28	4 Buffalo and Lake Huron	1	27	.....	28
.....	2	5 London and Port Stanley.....	.....	2	.....	2
.....	4	6 Cobourg and Peterboro'.....	3	.....	.....	3
.....	1	7 Prescott and Ottawa.....	.....	5	.....	5
.....	4	8 Erie and Ontario.....	.....	1	.....	1
.....	3	9 Montreal and Champlain.....	.....	13	3	16
.....	3	10 Carillon and Grenville	2	.....	.....	2
.....	5	11 St. Lawrence and Industry .....	.....	1	1	2
3	16	12 Port Hope, Lindsay and Beaverton	1	3	.....	4
1	2	13 Brockville and Ottawa.....	2	1	.....	3
1	2	14 Welland	1	3	.....	4
		15 Stanstead, Shefford and Chambly.....				
		16 Peterboro' and Chemong Lake.....				
109	384		55	223	106	384

REMARKS.

No. 15. The Stanstead, Shefford and Chambly Railway is worked by Locomotives belonging to the Montreal and Champlain Railway.

No. 16. The Peterboro' and Chemung Railway is worked by Locomotives belonging to the Cobourg and Peterboro' Railway.

SECRETARY'S OFFICE, BOARD RAILWAY COMMISSIONERS,
24th April, 1860.



No. 65.

Number, *Yes run by the same up to that date.*

ENGINES.				GENERAL CONDITION AND REMARKS.	
No.	NAME.	ctions. cent first put in use.	es run during the year 1868.	al miles run since first put on Road.	

Number, description and condition of Locomotive Engines owned by this Company.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					
				ft. in.	inches	inches		ft. in.	inches	tons.	gall'ns	tons.	tons.	
1	Hercules	Outside	4	6 0	16	22	180	11 0 1/2	1 1/2	..	1567	..	..	Low
2	Samson	do	4	do	do	do	do	do	do	..	do	..	..	
3	Canula	do	4	do	do	do	do	do	do	..	do	..	..	
4	Niagara	do	4	do	do	do	do	do	do	..	do	..	..	
5	Hamilton	do	4	do	do	do	do	do	do	..	do	..	..	
6	London	do	4	do	do	do	do	do	do	..	do	..	..	
7	Mablesex	Inside	4	5 6	15	do	139	11 2	do	..	1571	..	..	Sch
8	Lightning	do	4	do	14	do	do	do	do	..	do	..	..	
9	Detroit	do	4	do	do	do	do	do	do	..	do	..	..	
10	Lincoln	do	4	do	do	do	do	do	do	..	do	..	..	
11	Windsor	do	4	do	do	do	do	do	do	..	do	..	..	
12	Clatham	do	4	do	do	do	do	do	do	..	do	..	..	
13	Paris	do	4	do	do	do	do	do	do	..	do	..	..	
14	Woodstock	do	4	do	do	do	do	do	do	..	1521	..	..	Low
15	Eps	do	4	do	do	do	do	do	do	..	do	..	..	
16	Kent	do	4	do	do	do	do	do	do	..	do	..	..	
17	Elgin	do	4	do	do	do	do	do	do	..	do	..	..	
18	Norfolk	do	4	do	do	do	do	do	do	..	do	..	..	
19	Brant	do	4	do	do	do	do	do	do	..	do	..	..	
20	Wentworth	do	4	do	do	do	do	do	do	..	do	..	..	
21	Ontario	Outside	4	4 6	13	20	94	8 9	1 1/2	..	807	..	..	Sot
22	Erie	do	4	do	do	do	do	do	do	..	do	..	..	
23	St. Clair	do	4	do	do	do	do	do	do	..	do	..	..	
24	Huron	do	4	4 0	13	20	94	8 9	1 1/2	..	807	..	..	
25	Superior	do	4	do	do	do	do	do	do	..	do	..	..	
26	St. Lawrence	do	4	6 0	16	21	170	10 10 1/2	do	..	1742	..	..	An
27	Rein Deer	Inside	4	do	do	do	do	do	do	..	do	..	..	
28	Elk	do	4	do	do	do	do	do	do	..	do	..	..	
29	Gazelle	do	4	do	do	do	do	do	do	..	do	..	..	
30	Stag	do	4	do	do	do	do	do	do	..	do	..	..	
31	Antelope	do	4	do	do	do	do	do	do	..	do	..	..	
32	Greyhound	do	4	do	do	do	do	do	do	..	do	..	..	
33	Michigan	Outside	4	4 6	13	20	94	8 9	do	..	807	..	..	So
34	Sincoe	do	4	do	do	do	do	do	do	..	do	..	..	
35	Venus	do	4	6 0	15	22	150	11 9 1/2	do	..	1635	..	..	Ne
36	Vesta	do	4	do	do	do	do	do	do	..	do	..	..	
37	Minerva	do	4	do	do	do	do	do	do	..	do	..	..	
38	Jupiter	do	4	do	do	do	do	do	do	..	do	..	..	
39	Mercury	do	4	do	do	do	do	do	do	..	do	..	..	
40	Mars	do	4	do	do	do	do	do	do	..	do	..	..	
41	Spittire	Inside	4	do	do	do	do	do	do	..	2183	..	..	F
42	Firebrand	do	4	do	do	do	do	do	do	..	do	..	..	
43	Fire King	do	4	do	do	do	do	do	do	..	1684	..	..	
44	Fire Fly	do	4	do	do	do	do	do	do	..	2183	..	..	
45	Hecate	do	4	do	do	do	do	do	do	..	do	..	..	
46	Hecla	do	4	do	do	do	do	do	do	..	do	..	..	Sl
47	Atlas	do	6	5 0	do	24	170	10 3	do	..	1906	..	..	Sl
48	Pluto	do	6	do	do	do	do	do	do	..	do	..	..	
49	Milo	do	6	do	do	do	do	do	do	..	do	..	..	
50	Elephant	do	6	do	do	do	do	do	do	..	do	..	..	
51	Rhinoceros	do	6	do	do	do	do	do	do	..	do	..	..	
52	Buffalo	do	6	do	do	do	do	do	do	..	do	..	..	
53	Bison	do	6	do	do	do	do	do	do	..	do	..	..	
54	Python	do	6	do	do	do	do	do	do	..	do	..	..	
55	Weiland	Inside	4	5 6	14	22	139	11 6	1 1/2	..	1571	..	..	S
56	St. Catharine	do	4	do	do	do	do	do	do	..	do	..	..	S
57	Lion	do	6	5 0	16	24	170	10 3	1 1/2	..	1961	..	..	
58	Lioness	do	6	do	do	do	do	do	do	..	do	..	..	
59	Tiger	do	6	do	do	do	do	do	do	..	do	..	..	
60	Tigress	do	6	do	do	do	do	do	do	..	do	..	..	
61	Leopard	do	6	do	do	do	do	do	do	..	do	..	..	
62	Panther	do	6	do	do	do	do	do	do	..	do	..	..	
63	Vulcan	do	6	do	do	do	do	do	do	..	do	..	..	
64	Etna	do	6	do	do	do	do	do	do	..	do	..	..	
65	Stromboli	do	6	do	do	do	do	do	do	..	do	..	..	
66	Sty.	do	6	6 0	16	21	174	11 3 1/2	1 1/2	..	1684	..	..	F
67	Gem	do	6	do	do	do	do	do	do	..	do	..	..	
68	Ruby	do	6	do	do	do	do	do	do	..	2188	..	..	
69	Emerald	do	6	do	do	do	do	do	do	..	1684	..	..	
70	Sapphire	do	6	do	do	do	do	do	do	..	1452	..	..	
71	Mazappa	Outside	..	6 0	15	20	180	10 3	do	..	do	..	..	
72	Medea	do	4	do	do	do	do	do	do	..	do	..	..	
73	Medusa	do	4	do	do	do	do	do	do	..	do	..	..	
74	Ajax	do	4	5 0	16	20	170	10 6	1 1/2	..	do	..	..	
75	Titan	do	4	do	do	do	do	do	do	..	do	..	..	
76	Minos	do	4	do	do	do	do	do	do	..	do	..	..	
77	Castor	Inside	6	5	16	24	184	10 3	1 1/2	..	1981	..	..	S
78	Pollux	do	6	do	do	do	do	do	do	..	do	..	..	
79	Erebus	do	6	do	do	do	do	do	do	..	1452	..	..	
80	Cyclops	do	6	do	do	do	do	do	do	..	do	..	..	
81	Axion	do	4	6	15	22	164	11 3	do	..	do	..	..	
82	Ariel	do	4	do	do	do	do	do	do	..	do	..	..	
83	Oberon	do	4	do	do	do	do	do	do	..	do	..	..	
84	Prospero	do	4	do	do	do	do	do	do	..	do	..	..	
85	Diadem	do	4	6	16	21	189	11 3 1/2	do	..	2183	..	..	
86	Diamond	do	4	do	do	do	do	do	do	..	do	..	..	
87	Achilles	do	4	5	16	22	174	11 6	1 1/2	..	1806	..	..	
88	Bacchus	do	4	do	do	do	do	do	do	..	do	..	..	

EAT WESTERN RAILWAY OF CANADA.

No. 65.

Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

Inches Diameter.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put in use.	GENERAL CONDITION AND REMARKS.
11 1/2	1507	do	do	do	Lowell	July, 1853	11,090	119,145	In shop for repairs.
do	do	do	do	do	do	June, 1853	6,349	105,510	In good working order.
do	do	do	do	do	do	Feb., 1854	11,118	107,563	do
do	do	do	do	do	do	June 1853	27,274	139,497	do
do	do	do	do	do	do	Oct., 1853	16,360	107,978	do
do	do	do	do	do	do	Oct., do	7,204	74,133	do
do	1371	do	do	do	Schenectady	Oct., do	26,034	115,195	do
do	do	do	do	do	do	Oct., do	31,648	143,836	do
do	do	do	do	do	do	Oct., do	22,395	124,315	do
do	do	do	do	do	do	Oct., do	14,363	131,655	In shop for repairs.
do	do	do	do	do	do	Oct., do	34,254	119,555	In good working order.
do	do	do	do	do	do	Oct., do	20,726	145,067	In shop for repairs.
do	do	do	do	do	do	Dec., do	29,077	150,695	In good working order.
do	do	do	do	do	do	Dec., do	25,006	136,979	In shop for repairs.
do	1521	do	do	do	Lowell	June, 1854	29,613	136,648	In good working order.
do	do	do	do	do	do	Jan., do	70	97,677	do
do	do	do	do	do	do	Jan., do	24,477	117,691	do
do	do	do	do	do	do	Jan., do	16,490	108,533	do
do	do	do	do	do	do	Jan., do	17,410	80,527	do
11 1/2	807	do	do	do	do	Jan., do	19,841	125,197	In shop for repairs.
do	do	do	do	do	Souther, Boston	Sep., 1853	99,113	134,193	do
do	do	do	do	do	do	Sep., do	26,118	152,953	do
do	do	do	do	do	do	Oct., do	31,286	191,927	do
do	do	do	do	do	do	Oct., do	24,796	111,031	do
11 1/2	807	do	do	do	do	Feb., do	28,460	140,160	In good working order.
do	do	do	do	do	do	Nov., do	29,600	124,021	do
do	1742	do	do	do	Amoskeef Works, N. H.	Feb., 1854	6,337	97,481	do
do	do	do	do	do	do	Feb., do	10,923	139,631	do
do	do	do	do	do	do	Mar., do	18,931	97,647	do
do	do	do	do	do	do	Mar., do	15,262	139,764	do
do	do	do	do	do	do	May., do	15,300	133,734	do
do	do	do	do	do	do	April, do	2,994	115,828	do
do	807	do	do	do	Souther, Boston	Feb., do	19,625	121,311	do
do	do	do	do	do	do	Feb., do	19,625	121,311	do
do	1635	do	do	do	Norris, Philadelphia	June, do	18,842	79,790	do
do	do	do	do	do	do	June, do	2,726	78,228	do
do	do	do	do	do	do	Sep., do	18,608	90,702	do
do	do	do	do	do	do	Feb., do	17,178	75,109	do
do	do	do	do	do	do	Sep., do	16,331	82,733	do
do	do	do	do	do	do	Sep., do	23,360	89,705	do
do	1694	do	do	do	Fairbairn, Manchester, England.	May, 1855	19,182	118,711	do
do	2143	do	do	do	do	May, do	16,414	86,970	In shop for repairs.
do	do	do	do	do	do	May, do	30,621	118,544	do
do	1694	do	do	do	do	Oct., do	21,563	97,034	do
do	2183	do	do	do	do	Sep., do	23,153	108,969	In good working order.
do	do	do	do	do	do	May, do	11,435	74,745	do
do	1906	do	do	do	Slaughter, Bristol, England.	Nov., do	23,342	110,628	do
do	do	do	do	do	do	Sep., do	24,965	105,680	In shop for repairs.
do	do	do	do	do	do	Oct., do	14,463	83,898	In good working order.
do	do	do	do	do	do	Dec., do	4,132	81,436	do
do	do	do	do	do	do	Dec., do	13,077	86,184	do
do	do	do	do	do	do	Nov., do	10,098	104,386	do
do	do	do	do	do	do	Nov., do	18,853	107,044	do
do	do	do	do	do	do	Dec., do	20,336	105,406	do
do	1571	do	do	do	Schenectady	July, 1854	21,291	128,262	In good working order.
do	do	do	do	do	do	Aug., do	21,889	152,836	do
do	1981	do	do	do	Slaughter, Bristol, England.	Dec., 1855	31,645	91,364	do
do	do	do	do	do	do	Dec., do	25,555	93,630	In shop for repairs.
do	do	do	do	do	do	Dec., do	22,094	72,700	do
do	do	do	do	do	do	Mar., 1856	18,401	73,459	In good working order.
do	do	do	do	do	do	Mar., do	18,190	73,544	do
do	do	do	do	do	do	Feb., do	27,105	84,955	do
do	do	do	do	do	do	Jan., do	13,997	66,800	do
do	do	do	do	do	do	Mar., do	23,907	74,844	do
do	do	do	do	do	do	May, do	18,471	70,245	do
do	do	do	do	do	do	Mar., do	6,682	71,706	do
11 1/2	1694	do	do	do	Fairbairn, Manchester, England.	Feb., do	17,396	91,274	In shop for repairs.
do	do	do	do	do	do	Mar., do	33,573	91,274	do
do	2188	do	do	do	do	April, do	24,173	86,410	do
do	1694	do	do	do	do	April, do	26,286	99,860	do
do	1452	do	do	do	Jones, Liverpool, England.	Jan., do	26,560	63,785	do
do	do	do	do	do	do	Jan., do	6,997	67,386	In good working order.
do	do	do	do	do	do	Jan., do	549	62,291	do
do	do	do	do	do	Birkenhead Works, England.	Nov., 1855	17,618	88,676	do
do	do	do	do	do	do	Nov., do	2,831	68,671	do
do	do	do	do	do	do	Nov., do	13,108	68,690	do
11 1/2	1981	do	do	do	Stothert and Slaughter, Bristol, England.	Dec., 1856	20,399	53,386	do
do	do	do	do	do	do	Nov., do	10,979	49,617	do
do	1452	do	do	do	Stephenson, Newcastle, England.	Nov., do	3,993	37,629	do
do	do	do	do	do	do	Nov., do	24,439	66,160	In shop for repairs.
do	do	do	do	do	do	Nov., do	19,051	69,238	In good working order.
do	do	do	do	do	do	Nov., do	22,362	61,700	do
do	do	do	do	do	do	Dec., do	30,595	86,344	do
do	do	do	do	do	do	Oct., do	28,066	76,651	do
do	2143	do	do	do	Fairburn, Manchester, England.	Jan., 1857	22,825	73,338	In shop for repairs.
do	do	do	do	do	do	April, do	7,790	55,094	do
11 1/2	1806	do	do	do	D. C. Gunn, Hamilton, C. W.	Aug., do	16,820	41,781	In good working order.
do	do	do	do	do	do	Sept., do	10,866	32,964	In shop for repairs.

(Signed) RICHARD EATON,
Locomotive Superintendent.

Number

DE

First C
First O
Second
Emigra
Baggag
Baggag
Box, Fr
Box, Fr
Platform
Platform
Gravel
Gravel
Hand C
Snow H
Timber
Conduc

The
examin

Susp
ronto,

GREAT WESTERN RAILWAY OF CANADA.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average Weight in Pound.	In good repair.	Requiring Slight Repairs.	Requiring heavy Repairs.	Total Number.
First Class Passenger Cars, 12 Wheels	35,000	24	2	.....	26
First Class Passenger Cars, 8 Wheels..	30,000	40	11	6	57
Second Class Passenger Cars, 8 Wheels..	20,000	40	2	2	44
Emigrant Cars, 8 Wheels,.....					
Baggage, Mail, and Express, 8 Wheels.	20,000	6	1	.....	7
Baggage, Mail, and Express, 12 Wheels.	30,000	10	2	1	13
Box, Freight, and Cattle, 8 Wheels...	18,500	800	45	15	860
Box, Freight, and Cattle, 4 Wheels...	12,000	90	9	1	100
Platform Cars, 8 Wheels.....	18,000	216	16	14	246
Platform Cars, 12 Wheels.....	30,000	4	.....	.....	4
Gravel Cars, 8 Wheels.....	.....	.....	.....	.....	None.
Gravel Cars, 4 Wheels,.....	10,000	309	50	50	409
Hand Cars,.....	1,000	50	.....	.....	50
Snow Ploughs—Large,.....	.....	.....	.....	.....	None.
Timber Trucks, 4 Wheels.....	6,500	6	.....	.....	6
Conductors Cars, 8 Wheels.....	20,000	33	.....	.....	33
		1,628	138	89	1,855

The cars in every Train on this Railway have their wheels and running gear examined every trip at the following Stations:—

Suspension Bridge, (N. Falls,) Hamilton, Paris, London, Galt, Guelph, Toronto, Windsor and Sarnia.

(Signed)

S. SHARP,
Superintendent Car Department

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com.

No.	ENGINES. NAME.	Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine. lbs. ct.	Water capacity of Tender. gallons
			Number.	Diameter. ft. in.	Diameter. inches	Stroke. inches	Number.	Length. ft. in.	Inside Diameter. inches		
1		Coupled ..	4	5 0	15	22	144	10 5 $\frac{1}{2}$	1 $\frac{1}{8}$	23 10	1438
2		do ..	4	5 6	16	do	132	10 5 $\frac{1}{2}$	1 $\frac{1}{8}$	23 8	1500
3		do ..	4	5 6	16	do	169	10 5 $\frac{1}{2}$	do	23 14	1438
4		do ..	4	5 6	15	20	132	10 4	do	23 5	do
5		do ..	4	6 0	do	do	178	10 4	1 $\frac{1}{8}$	25 5	1073
6		do ..	4	6 0	do	do	do	10 4	do	do	do
7		do ..	4	5 0	16	24	158	11 0 $\frac{1}{2}$	1 $\frac{1}{8}$	23 9	1567
8		do ..	4	5 0	do	do	do	11 0 $\frac{1}{2}$	do	do	1567
9		do ..	4	5 6	15	22	169	10 7	1 $\frac{1}{8}$	24 2	1438
10		do ..	4	5 0	14	21	160	11 0	1 $\frac{1}{8}$	22 6	1450
11		do ..	4	4 6	16	24	170	11 0	do	25 6	1521
12		do ..	4	4 6	do	do	do	11 0	do	do	do
13		do ..	4	5 6	do	20	do	10 10	do	do	do
14		do ..	4	5 0	do	22	160	11 0	do	25 10	1598
15		do ..	4	4 6	do	24	170	10 10	do	do	1521
16		do ..	4	5 6	do	20	do	10 10	do	do	do
17		do ..	4	5 6	do	24	136	10 10 $\frac{1}{2}$	do	26 2	1658
18		do ..	4	4 6	do	do	170	10 10	do	25 2	1521
19		do ..	4	5 6	do	20	do	10 10	do	do	do
20		do ..	4	5 0	15	24	156	10 11	do	26 12	1658
21		do ..	4	5 6	16	20	141	11 0	do	24 16	1567
22		do ..	4	5 6	do	do	do	11 0	do	do	do
23		Not coupl'd	4	6 0	15	do	178	10 4	1 $\frac{1}{8}$	23 12	1073
24		Coupled ..	4	5 0	17	do	141	11 2	1 $\frac{1}{8}$	24 16	1567
25		do ..	4	5 6	15	21	160	11 0	do	28 2	1450
26		do ..	4	5 6	14	22	124	10 6	do	21 2	1438
27		do ..	4	5 0	do	20	116	10 8	do	do	do
28		do ..	4	5 0	do	do	do	10 8	do	do	do
29		do ..	4	5 0	16	24	154	11 0	do	26 12	1658
30		do ..	4	5 6	do	do	do	11 0	do	26 2	do
31		do ..	4	5 0	do	do	do	11 0	do	26 12	do
32		do ..	4	5 0	do	do	170	11 0	do	27 12	1521
33		do ..	4	5 0	do	do	do	11 0	do	do	do
34		do ..	4	5 6	do	22	150	10 11	do	26 0	1583
35		do ..	4	6 0	17	20	174	10 8	1 $\frac{1}{8}$	26 14	1757
36		do ..	4	6 0	do	do	do	10 8	do	do	do
37		do ..	4	5 0	16	do	154	10 4	1 $\frac{1}{8}$	25 6	1521
38		do ..	4	5 0	do	do	do	10 4	do	do	do
39		do ..	4	5 0	do	do	do	10 4	do	do	do
40		do ..	4	5 0	do	do	do	10 4	do	do	do
41		do ..	4	6 0	15	do	178	10 4	1 $\frac{1}{8}$	25 5	1073
42		do ..	4	6 0	do	do	do	10 4	do	do	do
43		do ..	4	6 0	do	do	do	10 4	do	do	do
44		do ..	4	6 0	do	do	do	10 4	do	do	do
45		Not coupl'd	4	6 0	do	do	do	10 4	do	23 12	do
46		Coupled ..	4	5 0	16	do	do	10 1	do	25 12	do
47		do ..	4	5 0	do	do	do	10 1	do	do	do
48		do ..	4	5 0	do	do	do	10 1	do	do	do
49		do ..	4	5 0	do	do	do	10 1	do	do	do
50		do ..	4	5 0	do	do	do	10 1	do	do	do
51		do ..	4	5 0	do	do	do	10 1	do	do	do
52		do ..	4	6 0	15	do	do	10 4	do	25 5	do
53		do ..	4	5 0	17	do	141	11 2	1 $\frac{1}{8}$	24 16	1567
54		do ..	4	5 0	15	24	162	11 0	do	23 16	1598

WAY
pany,

Weight of Tender
with Wood and
Water.

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NK RAIL

y this Com.

WAY OF CANADA.

No. 66.

pany, on the 31st December, 1859, and Miles run by the same up to that date.

Weight of Engine. Tons, cwt.	Water capacity of Tender. gallons	Weight of Tender with Wood and Water. tons, cwt.	Total weight of Engine and Ten- der with Wood and Water. tons, cwt.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
23 10	1438	16 0	39 10	Portland Company	Nov., 1848	10,845	65,136	
23 8	1500	14 0	37 8	do	May, 1850	11,488	106,705	
23 14	1438	16 0	39 14	do	Sept., 1851	10,451	179,652	
23 5	do	14 3	37 8	do	Augt., 1851	4,853	103,585	
25 5	1073	13 7	38 12	Peto & Co.	Jany., 1855	17,244	106,111	
do	do	13 7	38 12	do	do	13,413	98,485	
23 9	1567	15 12	39 1	Boston Locomotive Works.	July, 1852	22,479	110,001	
do	1567	15 12	39 1	do	do	9,851	124,764	
24 2	1438	16 10	40 12	Portland Company.	Dec., 1851	16,571	128,233	
22 6	1450	15 12	37 18	Kinmond Brothers.	July, 1854	14,368	60,455	
25 6	1521	do	40 18	Amoskeag Company.	Nov., 1852	19,115	98,981	
do	do	do	do	do	do	16,407	85,352	
do	do	do	do	do	Dec., 1852	6,742	67,306	
25 10	1598	17 13	43 3	Portland Company	Jany., 1853	15,367	52,448	
do	1521	15 12	41 2	Amoskeag Company.	Augt., 1853	13,583	100,907	
do	do	15 12	41 2	do	Sept., 1853	8,171	89,672	
26 2	1658	19 13	45 15	Kinmond Brothers.	do	3,872	63,641	
25 2	1521	15 12	40 14	Amoskeag Company.	Oct., 1853	26,564	108,453	
do	do	do	do	do	do	15,327	86,716	
26 12	1658	18 11	45 3	Kinmond Brothers.	Nov., 1853	5,083	60,454	
24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb., 1854	3,530	121,337	
do	do	do	do	do	do	8,193	97,236	
23 12	1073	13 7	36 19	Peto & Co.	Feb., 1855	14,761	77,759	
24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb., 1854	12,438	109,625	
28 2	1450	16 9	44 11	Kinmond Brothers.	Augt., 1854	16,227	73,524	
21 2	1438	14 6	35 8	Portland Company.	Jany., 1854	18,408	84,434	
do	do	do	do	Amoskeag Company.	May, 1854	8,388	65,683	
do	do	do	do	do	do	10,599	68,965	
26 12	1658	19 13	46 5	Kinmond Brothers.	June, 1854	14,588	64,526	
26 2	do	do	45 15	do	do	7,314	12,775	
26 12	do	do	46 5	do	Feb., 1854	16,125	76,709	
27 12	1521	16 9	44 1	Amoskeag Company.	May, 1854	13,389	80,070	
do	do	do	do	do	do	15,752	100,990	
26 0	1583	16 0	42 0	Good, Toronto	Sept., 1854	6,699	36,035	
26 14	1757	17 12	44 6	New Jersey Loco. Works.	do	11,128	65,188	
do	do	do	do	do	do	6,144	51,949	
25 6	1521	15 6	40 12	Amoskeag Company.	do	7,799	79,346	
do	do	do	do	do	Oct., 1854	16,201	78,292	
do	do	do	do	do	Jany., 1855	19,459	77,156	
do	do	do	do	do	do	12,811	77,772	
25 5	1073	13 7	38 12	Peto & Co.	Nov., 1854	10,437	48,428	
do	do	do	do	do	Feb., 1855	19,460	94,675	
do	do	do	do	do	Mar., 1855	7,474	74,005	
do	do	do	do	do	do	14,161	46,556	
23 12	do	do	36 19	do	do	19,254	50,875	
25 12	do	do	38 19	do	April, 1855	19,785	77,040	
do	do	do	do	do	May, 1855	13,384	63,602	
do	do	do	do	do	Dec., 1855	20,269	63,522	
do	do	do	do	do	Jany., 1856	5,603	34,600	
do	do	do	do	do	do	17,799	64,896	
do	do	do	do	do	do	4,096	48,591	
25 5	do	do	38 12	do	Dec., 1856	10,490	37,968	
24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb., 1854	10,648	41,948	
23 16	1598	16 4	40 0	Portland Company.	Nov., 1855	23,313	77,553	

GRAND TRUNK RAIL*Number, description and condition of Locomotive Engines owned by this Com-*

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.		
				ft. in.	inches	inches		ft. in.	inches	tons. ct.	gallons
55		Coupled	4	5 0	15	24	162	11 0	1 1/8	23 16	1598
56		do	4	do	16	20	154	do	do	24 16	do
57		do	4	do	do	do	178	10 1	1 1/8	25 12	1576
58		do	4	do	do	do	do	do	do	do	do
59		do	4	do	do	do	do	do	do	do	do
60		do	4	do	do	do	do	do	do	do	do
61		do	4	do	do	do	do	do	do	do	do
62		do	4	do	do	do	do	do	do	do	do
63		do	4	do	do	do	do	do	do	do	do
64		do	4	do	do	do	do	do	do	do	do
65		do	4	6 0	15	do	do	10 4	do	25 5	1073
66		do	4	do	do	do	do	do	do	do	do
67		do	4	do	do	do	do	do	do	do	do
68		do	4	5 6	16	do	154	11 0	1 1/8	24 12	1598
69		do	4	6 0	15	do	178	10 4	1 1/8	25 5	1073
70		Not coupl'd	4	do	do	do	do	do	do	23 12	do
71		Coupled	4	5 6	do	21	160	10 10	1 1/8	28 2	1598
72		do	4	5 0	16	20	154	10 10 1/2	do	24 16	do
73		do	4	do	do	do	do	do	do	do	do
74		do	4	do	do	do	178	10 1	1 1/8	25 12	1576
75		do	4	do	do	do	do	do	do	do	1073
76		do	4	do	do	do	do	do	do	do	1576
77		do	4	do	do	do	do	do	do	do	do
78		do	4	do	do	do	do	do	do	do	do
79		do	4	do	do	do	do	do	do	do	do
80		do	4	do	do	do	do	do	do	do	do
81		do	4	do	do	do	do	do	do	do	do
82		do	4	do	do	do	do	do	do	do	do
83		do	4	do	do	do	do	do	do	do	do
84		do	4	do	do	do	do	do	do	do	do
85		do	4	do	do	do	do	do	do	do	do
86		do	4	5 6	15	21	160	10 10	1 1/8	28 2	1473
87		do	4	do	do	do	do	do	do	do	do
88		do	4	do	do	20	158	do	do	24 2	1292
89		do	4	do	do	do	do	do	do	do	do
90		do	4	do	do	do	do	do	do	do	do
91		do	4	do	do	do	do	do	do	do	do
92		do	4	do	do	do	do	do	do	do	do
93		do	4	do	do	do	do	do	do	do	do
94		do	4	6 0	do	do	154	10 4	do	25 6	1521
95		do	4	do	do	do	do	do	do	do	do
96		do	4	do	do	do	do	do	do	do	do
97		do	4	do	do	do	do	do	do	do	do
98		do	4	do	do	do	do	do	do	do	do
99		do	4	do	do	do	do	do	do	do	do
100		do	4	do	do	do	do	do	do	do	do
101		do	4	5 0	do	22	145	10 6	do	23 10	1649
102		do	4	do	do	do	do	do	do	do	do
103		do	4	do	do	do	do	do	do	22 15	1554
104		do	4	5 6	do	20	127	do	1 3/8	24 14	1649
105		do	4	do	do	do	132	do	do	22 7	1591
106		do	4	do	do	do	do	10 11	do	22 8	2025
107		do	4	5 0	do	22	do	10 6	do	do	1584
108		do	4	do	17	do	169	do	do	24 4	1702

WAY
pany, orWeight of Tender
with Wood and
Water.

tons, c

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NK RAIL
y this Com-

WAY OF CANADA.

No. 66

pany, on the 31st December, 1859, and Miles run by the same, &c.—(Continued.)

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1856.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
tns. ct.	gallons	tons. cwt.	tons. cwt.					
23 16	1598	16 4	40 0	Portland Company	Feb., 1856	18 793	58,593	
24 16	do	17 4	42 0	do	May, 1856	15,301	71,545	
25 12	1576	18 7	43 19	Peto & Co.	Nov., 1858	7,879	46,668	
do	do	do	do	do	do	18,489	54,809	
do	do	do	do	do	do	13,416	44,514	
do	do	do	do	do	do	16,527	47,868	
do	do	do	do	do	do	6,540	44,960	
do	do	do	do	do	Dec., 1858	15,956	45,858	
do	do	do	do	do	do	6,353	36,215	
do	do	do	do	do	Jany., 1856	8,903	52,715	
25 5	1073	13 7	38 12	do	Nov., 1855	12,151	54,313	
do	do	do	do	do	Jany., 1856	17,294	61,940	
do	do	do	do	do	Dec., 1855	11,191	50,886	
24 12	1598	16 18	41 10	Portland Company	May, 1856	17,172	67,550	
25 5	1073	13 7	38 12	Peto & Co.	Nov., 1855	8,778	30,432	
23 12	do	do	36 19	do	May, 1856	22,644	60,572	
28 2	1598	16 9	44 11	Kinmond Brothers	do	17,245	53,603	
24 16	do	18 4	43 0	Portland Company	July, 1856	11,367	72,598	
do	do	do	do	do	do	6,892	65,379	
25 12	1576	18 7	43 19	Peto & Co.	do	18,983	49,190	
do	1073	do	do	do	do	593	25,913	
do	1576	do	do	do	Sept., 1856	9,152	41,822	
do	do	do	do	do	Oct., 1856	851	35,785	
do	do	do	do	do	do	25,991	50,438	
do	do	do	do	do	do	17,522	53,422	
do	do	do	do	do	do	15,649	51,562	
do	do	do	do	do	do	5,614	51,315	
do	do	do	do	do	do	19,811	56,563	
do	do	do	do	do	Nov., 1856	6,181	36,844	
do	do	do	do	do	Oct., 1856	13,846	56,369	
do	do	do	do	do	Nov., 1856	14,422	38,409	
28 2	1473	16 9	44 11	Kinmond Brothers	Oct., 1856	26,125	56,549	
do	do	do	do	do	Nov., 1856	2,985	38,100	
24 2	1292	14 10	38 12	Ontario Foundry	Oct., 1856	12,511	26,063	
do	do	do	do	do	do	7,945	22,750	
do	do	do	do	do	do	17,147	32,025	
do	do	do	do	do	do	2,654	31,794	
do	do	do	do	do	Nov., 1856	16,047	40,150	
do	do	do	do	do	Feb., 1857	14,005	42,105	
25 6	1521	15 0	40 6	Manchester Works	Nov., 1856	17,624	55,699	
do	do	do	do	do	do	38,935	88,192	
do	do	do	do	do	Dec., 1856	36,353	67,404	
do	do	do	do	do	do	24,186	69,696	
do	do	do	do	do	Nov., 1856	35,846	68,171	
do	do	do	do	do	do	4,780	66,240	
do	do	do	do	do	do	18,977	74,582	
23 10	1649	16 0	39 10	Portland Company	Sept., 1848	25,392	200,271	
do	do	do	do	do	Dec., 1848	24,456	171,689	
22 15	1554	do	38 15	do	Feb., 1849	23,166	191,530	
24 14	1649	15 0	39 14	do	May, 1849	11,072	150,611	
22 7	1591	16 0	38 7	do	Dec., 1849	18,068	167,082	
22 8	2025	do	38 8	do	Feb., 1850	10,468	163,417	
do	1584	do	do	do	Jany., 1851	16,711	127,357	
24 4	1702	18 4	42 8	do	do	23,047	168,287	

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.		
				ft. in.	inches.	inches.		ft. in.	inches.	tons.	gal'ns.
109		Coupled ..	4	5 0	14	20	131	10 5	1 1/8	22 7	1702
110		do ..	4	do	15	do	132	do	do	do	1812
111		do ..	4	do	13	do	117	11 0	do	20 0	1132
112		do ..	4	5 6	14	22	129	10 6	1 1/8	22 12	1998
113		do ..	4	5 0	15	20	125	do	do	22 7	1606
114		do ..	4	4 8	16	22	150	10 5	do	24 4	1985
115		do ..	4	5 0	14	do	114	10 6	do	21 9	1602
116		do ..	4	do	15	do	129	11 0	do	23 10	1950
117		do ..	4	5 6	16	do	150	10 6	do	24 4	do
118		do ..	4	5 0	15	do	141	do	do	24 00	1841
119		do ..	4	do	do	do	do	10 7	do	do	do
120		do ..	4	do	do	do	149	10 6	1 3/8	23 8	1649
121		do ..	4	do	16	d	150	do	1 3/8	24 4	1772
122		do ..	4	5 6	14	do	125	11 0	do	22 0	1950
123		do ..	4	5 0	15	do	136	do	do	23 10	do
124		do ..	4	6 0	do	24	140	do	do	23 17	1772
125		do ..	4	do	do	do	do	do	do	do	1870
126		do ..	4	5 6	do	20	132	10 6	1 3/8	22 7	do
127		do ..	4	do	16	do	154	11 0	1 3/8	25 10	do
128		do ..	4	5 0	15	22	141	10 6	do	22 17	1950
129		do ..	4	5 0	do	do	do	do	do	do	do
130		do ..	4	do	14	do	125	11 0	do	21 19	do
131		do ..	4	do	do	do	do	do	do	do	do
132		do ..	4	6 0	do	20	do	10 6	do	21 0	1602
133		do ..	4	do	17	do	140	11 0	do	24 16	1772
134		do ..	4	5 6	16	do	do	do	do	do	do
135		do ..	4	5 0	do	do	154	do	do	25 18	1870
136		do ..	4	5 6	do	do	160	11 6	do	24 16	do
137		do ..	4	do	do	24	do	11 0	do	28 16	2045
138		do ..	4	do	do	20	150	10 10	do	26 0	1583
139		do ..	4	5 0	15	22	145	10 7	do	24 4	1959
140		do ..	4	do	16	do	150	do	do	do	1931
141		do ..	4	do	do	20	152	10 9	do	26 0	1583
142		do ..	4	do	17	do	156	11 0	do	27 0	do
143		do ..	4	do	16	do	152	10 9	do	26 0	do
144		do ..	4	5 6	do	22	154	11 0	do	29 16	1473
145		do ..	4	5 0	do	20	178	10 1	1 1/8	25 12	1576
146		do ..	4	do	do	do	do	do	do	do	do
147		do ..	4	do	do	do	154	10 4	1 3/8	25 6	1521
148		do ..	4	do	do	do	do	do	do	do	do
149		do ..	4	do	do	do	do	do	do	do	do
150		do ..	4	do	do	do	do	do	do	do	do
151		do ..	4	do	do	do	do	do	do	do	do
152		do ..	4	do	do	do	do	do	do	do	do
153		do ..	4	do	do	do	do	do	do	do	do
154		do ..	4	do	do	do	do	do	do	do	do
155		do ..	4	do	do	do	do	do	do	do	do
156		do ..	4	do	do	do	do	do	do	do	do
157		do ..	4	do	do	do	do	do	do	do	do
158		do ..	4	do	do	do	do	do	do	do	do
159		do ..	4	do	do	do	do	do	do	do	do
160		do ..	4	do	do	do	do	do	do	do	do
161		do ..	4	do	do	20	do	do	do	do	do
162		do ..	4	61	do	do	do	do	do	do	do

WAY
pany, o

Weight of Tender
with Wood and
Water.

tons, c

16

do

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UNK RAIL
by this Com.

WAY OF CANADA.

No. 66

pany, on the 31st December, 1859, and Miles ran by the same, &c.—(Continued.)

Weight of Engine. tons.	Water capacity of Tender. gal/hrs.	Weight of Tender with Wood and Water. tons, cwt.	Total weight of Engine and Ten- der with Wood and Water. tons, cwt.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles ran during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
22 7	1702	16 0	38 7	Portland Company.....	Dec., 1851	17,987	151,084	
do	1812	do	do	do	Jany., 1852	9,860	140,724	
20 0	1132	do	do	do	April, 1852	15,780	110,157	
22 12	1993	13 5	33 5	do	June, 1852	17,250	110,974	
22 7	1606	15 0	37 10	do	Nov., 1852	11,633	108,086	
24 4	1985	16 0	38 7	do	Jany., 1853	27,867	128,131	
21 9	1602	18 4	42 8	do	do	21,764	121,517	
23 10	1950	14 6	35 15	do	April, 1853	20,936	116,472	
24 4	do	16 0	39 10	do	do	18,765	152,092	
24 00	1841	18 4	42 8	do	May, 1853	17,240	106,248	
do	do	14 11	38 11	do	June, 1853	13,564	128,204	
23 8	1649	do	do	do	do	16,310	112,458	
24 4	1772	14 3	37 11	do	Sept., 1853	9,667	135,993	
22 0	1950	18 4	42 8	do	Nov., 1853	13,438	92,847	
23 10	do	14 6	36 6	do	do	9,255	81,463	
23 17	1772	16 0	39 10	Boston Locomotive Works.	Mar., 1853	10,668	115,710	
do	1870	do	39 17	do	do	18,369	128,074	
22 7	do	do	do	Portland Company.....	Jany., 1854	13,979	90,594	
25 10	do	do	38 7	do	Mar., 1857	25,146	98,875	
22 17	1950	17 13	43 3	do	Mar., 1854	12,919	125,407	
do	do	15 13	38 10	do	do	9,215	106,069	
21 19	do	do	do	do	Feb., 1854	18,758	65,001	
do	do	14 6	36 5	do	Mar., 1854	13,475	76,866	
21 0	1602	do	do	do	June, 1854	20,351	95,742	
24 16	1772	do	35 6	Boston Locomotive Works.	July, 1854	23,240	127,121	
do	do	18 4	43 0	do	do	18,528	116,481	
25 18	1870	do	do	Portland Company.....	Mar., 1851	4,687	51,477	
24 16	do	17 10	43 14	do	Aug., 1854	19,322	87,774	
28 16	2045	17 0	41 16	do	April, 1852	14,009	73,247	
26 0	1583	17 10	46 6	Good, Toronto.....	Sept., 1854	637	39,811	
24 4	1959	16 0	42 0	Portland Company.....	Dec., 1851	8,970	65,670	
do	1931	17 16	do	do	Augt. 1852	23,941	64,672	
26 0	1583	do	do	Good, Toronto.....	Nov., 1856	2,506	20,420	
27 0	do	16 0	do	do	Mar., 1856	2,264	2,812	
26 0	do	do	43 0	do	Jany. 1857	4,911	21,554	
29 16	1473	do	42 0	Portland Company.....	Feb., 1859	20,994	22,742	
25 12	1576	16 9	46 5	Peto & Co.....	Dec., 1856	3,233	25,314	
do	do	18 7	43 19	do	do	973	32,042	
25 6	1521	do	do	Manchester Works.....	Nov., 1856	2,006	40,467	
do	do	15 0	40 6	do	Dec., 1856	19,788	45,807	
do	do	do	do	do	Nov., 1856	20,593	58,308	
do	do	do	do	Amoskeag Works.....	Oct., 1856	18,867	51,371	
do	do	do	do	do	Dec., 1856	19,033	48,274	
do	do	do	do	do	do	30,404	57,057	
do	do	do	do	do	Nov., 1856	25,469	49,412	
do	do	do	do	do	Dec., 1856	23,605	56,953	
do	do	do	do	do	Oct., 1856	16,066	50,117	
do	do	do	do	do	Jany., 1857	27,327	56,113	
do	do	do	do	do	Dec., 1856	24,680	57,586	
do	do	do	do	do	do	16,217	51,161	
do	do	do	do	do	Jany., 1857	18,865	45,388	
do	do	do	do	do	Nov., 1856	25,356	65,868	
do	do	do	do	do	do	16,727	50,874	
do	do	do	do	do	do	7,730	49,324	

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.		
				ft. in.	inches	inches		ft. in.	inches	tons.	gall'n
163		Coupled ..	4	5 0	16	20	154	10 4	14 3	25 6	1521
164		do ..	4	do	do	do	do	do	do	do	do
165		do ..	4	do	do	do	do	11 0	do	25 10	1870
166		do ..	4	5 6	do	do	do	do	do	do	do
167		do ..	4	5 0	do	22	do	do	do	29 16	1473
168		do ..	4	5 6	15	21	160	do	do	do	do
169		do ..	4	do	do	do	do	do	do	do	do
170		do ..	4	do	do	do	do	do	do	do	do
171		do ..	4	4 8	16	22	158	10 10	do	24 2	1292
172		do ..	4	do	do	do	do	do	do	do	do
173		do ..	4	5 6	do	20	do	do	do	do	do
174		do ..	4	do	do	do	do	do	do	do	do
175		do ..	4	5 0	do	24	194	10 11	14 3	28 7	1742
176		do ..	4	do	do	do	do	do	do	do	do
177		do ..	4	do	do	do	do	do	do	do	do
178		do ..	4	do	do	do	do	do	do	do	do
179		do ..	4	do	do	do	do	do	do	do	do
180		do ..	4	do	do	do	do	do	do	do	do
181		do ..	4	do	do	do	do	do	do	do	do
182		do ..	4	do	do	do	do	do	do	do	do
183		do ..	4	do	do	do	do	do	do	do	do
184		do ..	4	do	do	22	158	10 10	14 3	24 2	1292
185		do ..	4	do	do	do	do	do	do	do	do
186		do ..	4	do	do	20	152	10 9	do	26 0	1583
187		do ..	4	do	do	do	178	10 1	14 3	25 12	1576
188		do ..	4	do	do	do	do	do	do	do	do
189		do ..	4	do	do	do	do	do	do	do	do
190		do ..	4	do	do	do	do	do	do	do	do
191		do ..	4	do	17	22	200	do	do	26 16	do
192		do ..	4	do	do	do	do	do	do	do	do
193		do ..	4	do	do	do	do	do	do	do	do
194		do ..	4	do	do	do	do	do	do	do	do
195		do ..	4	5 6	15	21	160	11 0	14 3	29 16	1473
196		do ..	4	do	do	do	do	do	do	do	do
197		do ..	4	do	15 1	do	do	do	do	do	do
198		do ..	4	do	do	do	do	do	do	do	do
199		do ..	4	do	do	do	do	do	do	do	do
200		do ..	4	do	do	do	do	do	do	do	do
201		do ..	4	5 0	do	do	do	do	do	do	1300
202		do ..	4	do	do	do	do	do	do	do	do
203		do ..	4	4 8	16	22	158	11 10	do	24 2	do
204		do ..	4	do	do	do	do	do	do	do	do
205		do ..	4	5 0	do	24	do	do	do	do	do
206		do ..	4	do	do	do	do	do	do	do	do
207		do ..	4	5 6	do	20	do	do	do	do	do
208		do ..	4	do	do	do	do	do	do	do	do
209		do ..	4	5 0	do	24	do	11 5	14 3	29 0	do

POINT St. CHARLES, 5th April, 1860,

WAY OF CANADA.

No. 66

pany, on the 31st December, 1859, and Miles run by the same, &c.—(Concluded.)

Diameter.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
ins.	tons.	gall ⁿ	tons, cwtl.	tons, cwtl.					
25 6	1521		15 0	40 6	Amoskeag Company.	Oct., 1856	18,556	47,253	
do	do		do	do	do	do	16,458	52,727	
25 10	1870		17 3	42 13	Portland Company.	Mar., 1857	11,989	46,904	
do	do		do	do	do	May, 1857	20,812	52,033	
29 16	1473		16 9	46 5	do	Mar., 1858	15,019	21,117	
do	do		do	do	Hamilton Loco. Works.	April, 1857	5,087	46,416	
do	do		do	do	do	do	15,105	47,413	
do	do		do	do	do	do	8,555	38,911	
24 2	1292		14 10	38 12	Kingston Loco. Works.	do	8,390	36,148	
do	do		do	do	do	do	12,432	38,108	
do	do		do	do	do	do	5,786	29,405	
do	do		do	do	do	do	12,666	37,319	
28 7	1742		19 8	47 15	Amoskeag Company.	Dec., 1857	12,617	26,869	
do	do		do	do	do	Feb., 1858	14,948	28,096	
do	do		do	do	do	April, 1858	13,745	23,015	
do	do		do	do	do	June, 1858	19,445	22,365	
do	do		do	do	do	Aug., 1858	21,994	25,323	
do	do		do	do	do	do	15,377	18,959	
do	do		do	do	do	Nov., 1859	2,992	2,992	
do	do		do	do	do	Dec., 1859	626	626	
24 2	1292		14 10	38 12	do	do	do	do	
do	do		do	do	do	Nov., 1859	2,510	2,510	
26 0	1583		16 0	42 0	Good, Toronto.	do	do	do	
25 12	1576		18 7	43 19	Peto & Company.	Nov., 1857	17,531	35,455	
do	do		do	do	do	do	21,754	46,219	
do	do		do	do	do	do	9,560	29,469	
do	do		do	do	do	do	12,643	40,480	
26 16	do		do	45 3	do	Dec., 1857	22,894	42,538	
do	do		do	do	do	do	11,770	81,954	
do	do		do	do	do	do	15,639	42,098	
do	do		do	do	do	do	6,777	26,487	
29 16	1473		16 9	46 5	Hamilton Loco. Works.	Nov., 1857	23,638	40,218	
do	do		do	do	do	do	18,630	45,087	
do	do		do	do	do	Mar., 1858	13,490	31,424	
do	do		do	do	do	do	18,558	42,243	
do	do		do	do	do	May, 1858	27,427	39,976	
do	do		do	do	do	July, 1858	31,639	39,730	
do	1300		do	do	do	do	4,505	13,580	
do	do		do	do	do	Sep., 1858	9,830	13,336	
24 2	do		14 10	38 12	Kingston Loco. Works.	Dec., 1857	10,824	23,808	
do	do		do	do	do	Mar., 1858	14,497	31,521	
do	do		do	do	do	Jan., 1859	7,889	7,889	
do	do		do	do	do	do	18,043	18,043	
do	do		do	do	do	do	15,662	15,662	
do	do		do	do	do	do	17,487	17,487	
29 0	do		19 10	48 10	Grand Trunk Company.	May, 1859	10,174	10,174	

(Signed)

W. S. McKENZIE,

Locomotive Superintendent.

GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 wheels.					
First Class Passenger Cars, 8 wheels..	27,000	68	8	8	84
Second Class Passenger Cars, 8 wheels.	24,300	41	6	4	51
Emigrant Cars, 8 wheels					
Baggage, Mail and, Express, 8 wheels.	26,600	44	7	1	52
Box, Freight and Cattle, 8 wheels.....	17,500	1,865	37	22	1,424
Platform Cars, 8 wheels.....	14,000	1,009	33	20	1,062
Gravel Cars, 8 wheels	14,000	11		96	107
Gravel Cars, 4 wheels.....	9,300	26			26
Hand Cars					
Snow Ploughs—large.....	17,000	34			34

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Sarnia,
St. Mary's,
London,
Guelph,
Toronto,

Cobourg,
Belleville,
Kingston,
Brockville,
Longueuil,

Richmond,
Point Levi,
Sherbrooke,
Cornwall,
Point St. Charles.

(Signed,)

W. S. MACKENZIE,
Locomotive Superintendent.

POINT ST. CHARLES,
5th April, 1860.

No. 66.

ed by this

repairs.	Total Number.
8	84
4	51
1	52
2	1,424
0	1,062
6	107
...	26
...	84

Running

Charles.

E,
Superintendent.

No. 67.

NORTHERN RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859,
and Miles run by the same up to that date.

ENGINES.	NAME.	Driving Wheels.		Cylinders.		Flues.		Connections.	Number.	Length.	Inside Diameter.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	Diameter.	Stroke.	Number.	Length.														
1	Lady Elgin.....	Inside ..	4	5	14	20	132	10 1/2	24	1846	17 1/2	42 1/2	Portland Manufacturing Co.	Sep. 1852	7,288	7,288	Wants general repairs.			
2	Toronto.....	Outside ..	4	4 1/2	16	22	150	11	29 1/2	1582	20 1/2	50 1/2	J. Good, Toronto, C. W.....	1853	22,250	22,250	In shop for repairs.			
3	Josephine	Inside ..	4	6	17	20	174	11	29 1/2	1625	19	48 1/2	J. Brant, Patterson, N. J.....	do	22,230	22,230	In good order.			
4	Huron	do ..	4	5	17	20	174	10 1/2	28 1/2	1600	19	47 1/2	do ..	do	9,411	9,411	do			
5	Ontario	do ..	4	5	17	20	174	10 1/2	28 1/2	1650	19	47 1/2	do ..	do	1,700	1,700	do			
6	Simcoe	Outside ..	4	4 1/2	16	22	148	12	31 1/2	2225	22 1/2	54 1/2	J. Good, Toronto, C. W.....	1854	13,220	13,220	do			
7	Collingwood	Inside ..	4	5	17	20	191	11	28 1/2	1600	19	47 1/2	J. Brant, Patterson, N. J.....	do	10,146	10,146	do			
8	Seymour	do ..	4	4 1/2	18	20	148	13 1/2	28 1/2	1585	18 1/2	51 1/2	J. Good, Toronto, C. W.....	1855	12,037	12,037	Wants general repairs.			
9	Hercules	do ..	4	4 1/2	18	20	150	13 1/2	28 1/2	1900	20 1/2	53 1/2	do ..	do	8,190	8,190	In shop for repairs.			
10	Sampson	do ..	4	5	16	20	163	10	29 1/2	1778	20	49 1/2	do ..	do	13,633	13,633	In do general do			
11	do	Outside ..	4	5 1/2	17	20	155	10 1/2	29 1/2	2216	22	53 1/2	do ..	do	22,203	22,203	Wants general repairs.			
12	do	Inside ..	4	4 1/2	18	20	182	10 1/2	29 1/2	2225	22 1/2	51 1/2	do ..	do	7,699	7,699	In good order.			
13	do	do ..	4	4 1/2	17	20	150	11	30 1/2	1730	21	51 1/2	F. Blackburn, Patterson, N. J.	do	26,538	26,538	Wants general repairs.			
14	do	do ..	4	5 1/2	17	20	150	11	29 1/2	1730	20	49 1/2	do ..	do	20,250	20,250	In good order.			
15	do	do ..	4	5 1/2	17	20	150	11	30 1/2	2220	22	52 1/2	J. Good, Toronto, C. W.....	do	22,420	22,420	do			
16	J. C. Morrison ..	do ..	4	5 1/2	17	20	155	11	30 1/2	2220	22	52 1/2	do ..	do	22,420	22,420	do			
17	Cumberland ..	do ..	4	5 1/2	18	20	176	10 1/2	30 1/2	1600	18	48 1/2	do ..	do	244,548	244,548	(Signed) J. TILLINGHAST, Superintendent Motive Power.			

(Signed)

J. TILLINGHAST, Superintendent Motive Power.

NORTHERN RAILWAY OF CANADA.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, with 8 Wheels	27,350	7	4	2	13
Emigrant Cars, 8 Wheels	23,000	.....	7	.....	7
Baggage, Mail, and Express, 8 Wheels..	23,950	3	1	2	6
Box Freight and Cattle, 8 Wheels	16,500	50	25	41	116
Platform Cars, 8 Wheels	14,300	54	30	76	160
Hand Cars .....	.....	.....	3	.....	3
Spar and Timber Trucks, 4 Wheels	4,700	.....	19	.....	19

The Cars in every train on this Railway have their Wheel's and Running Gear examined every trip, at the following Stations :—

Toronto and Collingwood by car repairers and at all other stations by the head brakeman of each train.

(Signed,)

J. TILLINGHAST,
Superintendent Motive Power.

med by this

Requiring heavy repairs.	Total Number.
2	13
.....	7
2	6
41	116
76	160
.....	3
.....	19

and Running

tions by the

HAIST,
Motive Power.

BUFFALO AND LAKE

Number, description and condition of Locomotive Engines owned by this Com.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.		
				feet.	inches	inches		ft. in.	inches	tons.	gallons
1	Goderich	Outside ...	4	5½	16	22	170	11 2	1½	23½	1500
2	Waterloo	do	4	6	do	do	do	do	do	do	1400
3	Caledonia	do	4	5½	15	do	116	do	do	23	1300
4	Cayuga	do	4	do	do	do	146	do	do	do	1500
5	Dunnville	do	4	do	do	do	117	do	do	20	do
6	Stratford	do	4	do	do	do	do	10 11	do	do	do
7	Victoria	do	4	do	do	do	do	do	do	do	do
8	Welland	do	4	do	15½	do	130	11 4½	do	23	1400
10	Superior	do	4	6	16	do	145	11 5½	do	25	do
11	Erie	do	4	5	do	do	do	do	do	24½	1300
12	Heseltine	Inside	4	5½	do	do	156	11 2	do	25½	1500
13	Powell	do	4	do	do	do	do	do	do	do	do
14	Brant	do	4	do	do	do	do	do	do	do	do
15	Buffalo	do	4	do	do	do	do	do	do	do	do
16	Michigan	do	4	do	do	do	do	do	do	do	do
17	Chicago	do	4	do	do	do	do	do	do	do	do
18	Minnesota	do	4	5	do	do	do	do	do	do	do
19	Milwaukie	do	4	5	do	do	do	do	do	do	do
20	Illinois	do	4	5½	do	do	do	do	do	do	do
21	Wisconsin	do	4	do	do	do	do	do	do	do	do
22	Iowa	do	4	do	do	do	do	do	do	do	do
23	Saginaw	do	4	do	do	do	do	do	do	do	do
24	Paris	do	4	do	do	do	do	do	do	do	do
25	Oxford	do	4	5	do	do	do	do	do	do	do
26	Perth	do	4	5	do	do	do	do	do	do	do
27	Haldimand	do	4	5½	do	do	do	do	do	do	do
28	Boxer	do	4	4¾	15	20	105	10 5½	do	18½	1000
29	Growler	do	4	do	do	do	do	do	do	do	do

W. MACLEAN,
Secretary.

BRANTFORD, 3rd February, 1860.

AND LAKE

HURON RAILWAY.

No. 68.

by this Com-

pany, on the 31st December, 1859, and miles run by the same up to that date.

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME,	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
tons.	gallons	tons.	tons.					
23½	1500	17½	43½	Schedectady, U. S.	1856	7,809	71,047½	Wants slight repairs.
do	1400	17½	42	do	do	8,994	82,154	do
23	1300	16½	41	do	do	10,597	76,066½	do
do	1500	17½	42½	do	do	15,793½	83,488½	do
20	do	do	39½	Springfield, U. S.	1857	26,491	60,107	Under repairs.
do	do	do	do	do	1858	13,596	28,317½	First class condition.
do	do	17½	38½	do	1856	.....	28,061	do
23	1400	do	42½	Toronto, C. W.	1857	.....	14,564	Under repairs.
25	do	do	45	Springfield, U. S.	1856	24,695½	69,574½	do
24½	1300	16½	43	do	do	.....	39,427½	do
25½	1500	17½	45	Schenectady, U. S.	do	31,952½	89,875½	Run'g., but wants slight rep.
do	do	do	do	do	do	8,742½	61,795½	First class condition.
do	do	do	do	do	do	11,915½	71,162½	do
do	do	do	do	do	do	12,757	75,391½	do
do	do	do	do	do	1857	33,131½	89,355½	Under repairs.
do	do	do	do	do	do	21,146	71,580½	First class condition.
do	do	do	do	do	do	7,335½	67,400½	do
do	do	do	do	do	do	18,063	67,783½	do
do	do	do	do	do	do	19,875½	62,657	do
do	do	do	do	do	do	29,921	80,003	do
do	do	do	do	do	do	30,907	79,409½	do
do	do	do	do	do	do	20,383½	67,062½	do
do	do	do	do	do	do	9,739	38,495½	do
do	do	do	do	do	do	34,496	71,664	Under repairs.
do	do	do	do	do	1858	4,967	6,744	First class condition.
do	do	do	do	do	do	2,728	2,728	do
18½	1000	10	29½	Boston, U. S.	1857	6,632	27,879½	do
do	do	do	do	do	do	21,827	43,552	do

(Signed,)

J. PARK.

BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels.					
First Class passenger Cars, 8 Wheels ..	26,550	7	9	2	18
Second Class Passenger Cars, 8 Wheels.	20,700		5	1	6
Emigrant Cars, 8 Wheels					
Baggage, Mail and Express, 8 Wheels.	21,120	2	4	6	12
Box Freight and Cattle, 8 Wheels.....	17,100	25	117	5	147
Platform Cars, 8 Wheels.....	11,620	6	37	53	96
Gravel Cars, 8 Wheels.....	9,700			24	24
Gravel Cars, 4 Wheels				74	74
Hand Cars.....			39		39
Snow Ploughs—Large.....		1			1

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Goderich, Paris, Brantford, Fort Erie.

(Signed,)

W. MACLEAN,
Secretary.

No. 68.

Y.

owned by this

Requiring heavy repairs.	Total Number.
2	18
1	9
6	12
5	147
53	96
24	24
74	74
.....	39
.....	1

and Running

CLEAN,
Secretary.

No. 69.

LONDON AND PORT STANLEY RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859,
and miles run by the same up to that date.

ENGINES.	NAME.	Connections.		Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	Schenectady, N. Y.	Schenectady, N. Y.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Outside.	do ..	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.											Inside Diameter.
1	St. Lawrence...	4	5 1/2	15	22	150	11	1 1/2	38	2000	21	59	59	Schenectady, N. Y.	1856	22,100	31,180	Good.	
2	M. Anderson...	4	5 1/2	15	22	150	11	1 1/2	38	2000	21	59	59	Schenectady, N. Y.	1856	31,300	59,300	Good.	

No.

(Signed,)

W. BOWMAN,

Superintendent L. & P. Railway.

LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars	28,000				
First Class Passenger Cars with 8 Wheels		2	.....	.....	2
Baggage, Mail and Express, 8 Wheels...	19,500	2	.....	.....	2
Box Freight and Cattle, 8 Wheels	18,500	20	6	2	28
Platform Cars, 8 Wheels	14,000	13	7	.....	20
Hand Cars		6	.....	.....	6

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

London and Port Stanley.

(Signed)

W. BOWMAN,

Superintendent L. & P. S. Railway.

No. 69.

AY.

owned by this

Requiring heavy repairs.	Total Number.
.....	0
.....	20
.....	28
.....	12
.....	12

and Running

P. S. Railway.

No. 70.

WELLAND RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

No.	ENGINES.	NAME.	Connections.		Driving Wheels.	Cylinders.	Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.	ft.	in.	ft.	in.	tons	gal's.	t'ns.	t'ns.					
1	Granham.....	4	41	12	19	11	8	9	13	600	5	18	Schenectady Loco. Works...	1856	11,040	27,540	
2	Chippewa.....	4	5	14	20	105	10	7	16	803	8	24	Boston Locomotive Works..	1858	8,783	17,160	
3	Ontario.....	4	5	16	22	150	11	14	24	1,000	9	33	do do	1858	26,005	30,905	
4	Erie.....	4	5	15	24	162	11	3	26	1,000	9	35	D. C. Gunn, Hamilton, C. W.	1859	5,231	5,231	

(Signed) **HIRAM SLATE,**
Secretary W. Railway.

WELLAND RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels..	18,000	1	1	....	2
First Class Passenger Cars, 8 Wheels ..	....	....	....	....	2
Second Class Passenger Cars, 8 Wheels..	....	....	....	....	None.
Emigrant Cars, 8 Wheels.....	....	....	....	....	None.
Baggage, Mail and Express, 8 Wheels...	18,000	1	....	....	1
Box, Freight and Cattle, 8 Wheels.....	18,000	60	....	....	60
Platform Cars, 8 Wheels.....	16,000	26	....	....	26
Gravel Cars, 8 Wheels .....	....	....	....	....	None.
Gravel Cars, 4 Wheels .....	....	....	....	....	None.
Hand Cars .....	....	....	....	....	None.
Snow Plough—Large .....	....	....	....	....	2

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip. at the following Station:—St. Catharines.

(Signed) HIRAM SLATE,
Sec. W. R. Company.

No. 71.

ERIE AND ONTARIO RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1855, and Miles run by the same up to that date.

No.	ENGINES.	Driving Wheels.				Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.	WHERE BUILT or BUILDERS NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	In working order, requires new truck wheels.
		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			Weight of Tender with Wood and Water.	t'ns.	t'ns.					
1	Niagara.....	4	5	16	20	155	10	14	18	1800	12	36	36	Amoskeag works, Manchester, N. H.	1855	9460	Not known.	

(Signed) **J. B. ROBERTSON,**
Lessee and Manager.

ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in pound.	In good repair.	Requiring slight Repairs.	Requiring heavy Repairs.	Total Number.
First Class Passenger Cars, with 12 Wheels					
do do 8 do	24,000	.....	4	.....	4
Second Class Passenger Cars, 8 Wheels..					
Emigrant Cars, 8 Wheels.....					
Baggage, Mail, and Express, 8 Wheels...	22,000	.....	1	.....	1
Box, Freight and Cattle, 8 Wheels.....	17,000	.....	1	.....	1
Platform Cars, 8 Wheels.....	15,000	.....	8	.....	8
Gravel Cars, 8 Wheels.....					
do 4 do	6,000	.....	.....	20	20
Hand Cars	700	.....	1	1	2
Snow Ploughs—Large					

The cars in every train on this Railway have their Wheels and running Gear examined every trip, at the following Stations:—Niagara and Chippewa.

(Signed)

J. B. ROBERTSON,

Lessee and Manager.

No. 71.

owned by this

Repairs.	Requiring heavy Repairs.	Total Number.
1	4	5
20	1	21
2	1	3

and running Gear
hippewa.
ERTSON,
essee and Manager.

No. 72.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

No.	ENGINES.	Connections.	Driving Wheels.		Cylinders.	Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.		Number.	Length.	Inside Diameter.									
1	Hope	Outside.	6	4 1/2	16	143 1/2	13	13	28	1,500	15	43	Amoskeag Man'g. Co., N.H.	1856	7,769	42,512	In good condition.
2	Lindsay	do	6	4 1/2	16	143 1/2	13	13	28	1,500	15	43	do	1856	16,425	49,425	do
3	Clifton	Inside	4	5	16	154 1/2	13	13	22	1,400	12	36	Manchester do N.H. April, '58	1858	14,375	31,750	Wants new tender frame.
4	Havelock	do	4	5	16	158 1/2	13	13	26 1/2	1,600	16	42 1/2	Kingston Loco. Work	Mar, '58	17,523	30,564	In good condition.

(Signed)

A. T. WILLIAMS,
Superintendent.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Approximate average weight in Pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 8 Wheels....	24,000	1	2	.....	3
Baggage, Mail, and Express, 8 Wheels..	20,000	1	.....	.....	2
Box Freight and Cattle, 8 Wheels.....	16,000	15	.....	.....	15
Platform Cars, 8 Wheels	14,000	42	2	4	48
Gravel Cars, 4 Wheels.....	10,000	15	5	5	25
Hand Cars .....	.....	10	.....	.....	10

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :—Port Hope and Lindsay.

A. T. WILLIAMS,
Superintendent.

No. 72.

LOCOMOTIVE RETURN OF COBOURG AND PETERBORO' RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859.

ENGINES.	NAME.	Connections		Driving Wheels.		Cylind'rs.		Flues.		Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT OR BUILDER'S NAME.		When first put in use.		Total miles run since first put on Road.		Undergoing thorough repairs.	GENERAL CONDITIONS AND REMARKS.
		Number.	Diameter.	feet.	in.	Diameter.	in.	Stroke.	Number.	Length.	Inside Diameter.	tons.	gals.	cu. ft.	cu. ft.	cu. ft.	cu. ft.	Good.	Toronto.	1854	1855	1855	Not known.		
	Cobourg.....	4	5	13	1	16	20	15	13	1	1	24	2000	4	28	4	28	Good.	Toronto.	1854	1855	1855	Not known.	Undergoing thorough repairs.	
	Alma.....	4	4	13	1	16	20	16	13	1	1	23	1500	3	27	3	27	do	do	1855	1855	1855	Not known.	Undergoing thorough repairs.	
	Peterboro'.....	4	5	14	1	16	20	14	14	1	1	23	2000	4	27	4	27	do	do	1855	1855	1855	Not known.	Undergoing thorough repairs.	

J. H. DUMBLE, Engineer, 12th April, 1860.

(Signed)

Cobourg and Peterboro' Railway opened for Traffic, May, 1854.

No. 72.

LWAY.

ned by this

requiring nearly
repairs.

..... 3
..... 2
..... 15
4 48
5 25
..... 10

and Running
d Lindsay.

LIAMS,
Superintendent.

COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, with 12 Wheels ..	Ordinary Cars.	..	..	..	..
do do 8 do ..		2	..	..	2
Second Class Passenger Cars, 8 Wheels ..		..	..	..	..
Emigrant Cars, 8 Wheels		..	..	..	..
Baggage, Mail and Express, 8 Wheels		1	..	..	1
Box, Freight and Cattle, 8 Wheels		..	10	..	10
Platform Cars, 8 Wheels		..	55	..	55
Gravel Cars, 8 Wheels		..	..	..	..
do 4 Wheels		17	..	..	17
Hand Cars		4	..	..	4
Snow Ploughs, large	..	1	..	..	1

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations :—

Cobourg, Harwood and Peterboro'.

(Signed)

J. H. DUMBLE,
Engineer.

April 12, 1860.

No. 73.

Requiring heavy
repairs.

Total Number.

Running gear

BLE,
Engineer.

No. 74.

BROCKVILLE AND OTTAWA RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

ENGINES.	ENGINE NAME.	Connections.	Driving Wheels.	Cylinders.	Flues.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total Miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
No.			Number.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Weight of Engine.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.			
1	St. Lawrence.	Inside.	4	5	6	160	11	30	1,500	174	474	1858	30,500	38,540 Good.
2	Ottawa.	do.	4	5	6	160	11	30	1,500	174	474	1858	36,818	54,818 Good.
3	Tay.	Outside.	4	5	22	36	11	22	1,500	17	39	1859	40,200	40,200 Good.

(Signed)

ROBERT WATSON,
Managing Director B. and O. Railway.

BROCKVILLE AND OTTAWA RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pound.	In good repair.	Requiring slight Repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 8 Wheels...	26,220	4	.....	.....	4
Second Class Passenger Cars, 8 Wheels..	22,800	4	.....	.....	4
Baggage, Mail, and Express, 8 Wheels..	24,700	2	.....	.....	2
Box Freight and Cattle, 8 Wheels.....	17,770	4	.....	.....	4
Platform Cars, 8 Wheels.....	15,300	40	18	15	73
Hand Cars, .....	.....	.....	.....	.....	8

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Almonte, Montague Tank Station, Perth, Brockville.

(Signed) ROBERT WATSON,
Managing Director, Brockville and Ottawa Railway.

No. 75.

OTTAWA AND PRESCOTT RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and
Miles run by the same up to that date.

No.	ENGINES.	Connections.	Driving Wheels.		Cylinders.		Flues			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
1	Oxford	Outside.	4	4	11½	20	82	9½	11	12	1000	6	18	Boston Loco. Works.....	May, 1854.....	55,614	55,614	Requiring new Driving Wheels.
2	St. Lawrence..	do	4	4½	14	23	111	10½	11	18	1500	12	30	do	July, 1854	27,865	118,442	In good condition.
3	Ottawa	do	4	4½	14	22	111	10½	11	18	1500	12	30	do	do	715	101,107	In good condition.
4	Colonel By....	Inside	4	5½	14	20	112	10½	11	18	1500	12	30	do	Oct., 1854	18,429	133,477	Requires those repairs.
5	Prescott	do	4	5½	14	20	92	10½	11	16	1400	10	26	do	Nov., 1857	25,358	55,886	In good condition.

(Signed)

JOHN R. WHITE,
Secretary.

No. 74.

med by this

repairs.	Total Number.
4	4
2	2
4	4
73	73
8	8

d Running

SON,
wa Railway.

OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in Pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels ..	.....	.....	.....	.....	.....
First Class Passenger Cars, 8 Wheels....	16,000	2	4	.....	6
Second Class Passenger Cars, 8 Wheels..	16,000	.....	1	.....	1
Emigrant Cars, 8 Wheels.....	16,000	.....	.....	1	1
Baggage, Mail and Express, 8 Wheels ..	14,000	2	.....	.....	2
Box, Freight and Cattle, 8 Wheels.....	12,000	25	19	3	47
Platform Cars, 8 Wheels.....	11,000	14	15	1	30
Gravel Cars, 8 Wheels.....	.....	.....	.....	.....	.....
Gravel Cars, 4 Wheels.....	4,000	.....	20	20	40
Hand Cars	500	.....	6	.....	6
Snow Ploughs—Large .....	.....	.....	.....	.....	.....

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Prescott.

(Signed,) JOHN R. WHITE,
Secretary.

No. 75.

No. 76.

MONTREAL AND CHAMPLAIN RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

No.	ENGINES.	Driving Wheels.		Cylinders.	Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total Weight of Engine and Tender with Wood and Water.	WHERE BUILT ON BUILDERS NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	Diameter.		Number.	Length.	Inside Diameter.									
1	Laprairie	4	5 1/2	16	20 1/4	11	1 1/2	1800	1600	3400	Not known.	Tannton manufactory, Co., 1852	1852	7,995	80,012	Freight Trains.
2	Dorchester	4	5 1/2	16	20 1/4	11	1 1/2	1800	1600	3400	Not known.	do do 1852	1852	15,712	109,076	Under repairs.
3	St. Lambert	4	5 1/2	16	20 1/4	11	1 1/2	1800	1600	3400	Not known.	do do 1851	1851	19,170	145,007	Passenger trains.
4	St. Helen	4	5 1/2	14	20 1/2	11	1 1/2	1600	1600	3200	Not known.	do do 1852	1852	17,578	139,892	Ready for use.
5	St. Lawrence	4	5 1/2	13 1/2	20 1/2	11 1/2	1 1/2	1600	1600	3200	Not known.	Philadelphia, M. W. Baldwin 1851	1851	11,936	82,116	Wood and material.
6	Canada	4	5	13	26 9/8	11 1/2	1 1/2	1600	1600	3200	Not known.	do Mr. Norris 1851	1851	4,173	76,356	Ready for use.
7	Champlain	4	5	15	22 1/2	11 1/2	1 1/2	2000	1600	3600	Not known.	do do 1847	1847	7,356	41,032	Not in use.
8	Montreal	4	4 1/2	11	16 5/8	8 1/2	1 1/2	1200	1200	2400	Not known.	do M. W. Baldwin 1847	1847	.....	21,068	Not in use.
9	John Nelson	2	5 1/2	14	20 1/2	10 1/2	2	1600	1600	3200	Not known.	Dundee, Kinmond and Co., 1853	1853	10,906	64,823	Passenger trains.
10	Hemingford	4	4 1/2	13	24 1/2	11	1 1/2	1600	1600	3200	Not known.	Manchester, Amoskeag Co., 1853	1853	14,558	25,025	Freight trains.
11	Louhagan	2	4 1/2	10	16 81	8	1 1/2	800	1600	2400	Not known.	Boston, Hinckley Co., 1853	1853	96	3,496	Ready, in use.
12	New York	4	5 1/2	14	20 1/4	11	1 1/2	1600	1600	3200	Not known.	Manchester, Amoskeag Co., 1853	1853	12,519	20,349	Passenger trains.
13	St. Remi	4	4 1/2	13	24 1/2	11 1/2	1 1/2	1600	1600	3200	Not known.	do do 1853	1853	13,942	31,825	Freight trains.
14	Montreal	2	5 1/2	14	20 1/2	10 1/2	1 1/2	1200	1200	2400	Not known.	Dundee, Kinmond & Co., 1848	1848	16,648	27,433	Ready for use.
15	Jas. Ferrier	2	5 1/2	14	20 1/2	10 1/2	1 1/2	1200	1200	2400	Not known.	do do 1848	1848	9,269	21,110	Passenger trains.
16	Caughnawaga	4	5 1/2	14	20 1/4	11	1 1/2	1600	1600	3200	Not known.	Manchester, Amoskeag Co., 1853	1853	13,575	26,886	Under repairs.
													174,533	23,504		

(Signed)

JOHN DODSWORTH, Superintendent Motive Power.

MONTREAL AND CHAMPLAIN RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total number.
First Class Passenger Cars, with 12 wheels					
do do 8 do		6	3	2	11
Second Class Passenger Cars, 8 Wheels..		4	....	....	4
Emigrant Cars, 8 Wheels.....					
Baggage, Mail, and Express, 8 Wheels..		5	2	....	7
Box, Freight, and Cattle, 8 Wheels. ...					66
Platform Cars, 8 Wheels.....					100
Gravel Cars, 8 Wheels,.....					
do 4 do			30	....	30
Hand Cars.....					10
Snow Ploughs—Large.....					1

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :

St. Lambert and Rouse's Point, Montreal and Caughnawaga.

No. 76.

by this Com.

Requiring heavy repairs.	Total number.
2	11
4	4
7	7
66	66
100	100
30	30
10	10
1	1

Running Gear

No. 77.

CABELLON AND GRENVILLE RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and Miles run by the same up to that date.

ENGINES.	NAME.	Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.		Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.										
1	Ottawa...	Inside.	4	51	13	24	132	10	6	2	27	1,600	.....	.....	Kimmond Brothers, Montreal....	1854	6,750	.....	Requires slight repairs in good condition.
2	Grenville.	do	4	41	12	18	85	9	7 1/2	1 1/2	17	1,200	.....	.....	J. C. Gunn, Hamilton	1859	6,500	.....	

(Signed)

J. G. BARNARD.
Superintendent.

CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	In good repair.
First Class Passenger Cars with 8 Wheels	2
Second Class Passenger Cars, 8 Wheels.....	3
Baggage, Mail, and Express, 8 Wheels.....	2
Platform Cars, 8 Wheels	3
Hand Cars	1

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip at the following Station :—Grenville.

(Signed)

J. G. BARNARD,
Superintendent.

No. 77.

In good repair.

No. 78.

ST. LAWRENCE AND INDUSTRIE RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1859, and miles run by the same up to that date.

ENGINES.	Connections.		Driving Wheels.		Cylinders.		Flues.			Weight of Engine.			Water capacity of Tender.			Weight of Tender with Wood and Water.			Total weight of Engine and Tender with Wood and Water.			WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1859.	Total miles run since first put on Road.	General Condition and Remarks.
NAME.	No.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	ft. in.	lbs.	gal.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.	t'ns.
1 Dorchester ..	2	4	2	10	10	15	64	6	10	13	8	350	2	10	15	10	10	10	10	10	10	10	10	10	10	10
2 Jason C. Pierce. Outside.	4	3	4	10	10	20	94	7	6	14	12	500	3	15	15	15	15	15	15	15	15	15	15	15	15	15

Je certifie que l'état ci-dessus et un l'autre part est vrai et correct, au meilleur de ma connaissance et croyance.

Village d'Industrie, le 31 Decembre, 1859.

(Signed)

C. W. H. PANNETON,

Secretary & Treasurer.

No. 78.

ST. LAWRENCE AND INDUSTRIE RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1859.

DESCRIPTION OF STOCK.	Average weight in pound.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
1 First Class Passenger Car.....	4000	.....	Slight.	.....	1
4 Second Class Passenger Cars, 4 Wheels.....	3000	.....	do	.....	4
2 Baggage, Mail, and Express, 4 Wheels.. ..	2500	.....	do	.....	2
1 Box, Freight, and Cattle, 4 Wheels.....	2000	.....	do	.....	1
2 Platform Cars, 8 Wheels.....	6000	.....	do	.....	2
12 Gravel Cars, 4 Wheels.	1200	.....	do	.....	12
2 Hand Cars.....	300	Good.	do	.....	2

No. 78.

No. 79.

AY.

STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY.

oned by this

The Rolling Stock is leased from the Montreal and Champlain Company.

(Signed)

A. B. FOSTER,
Manager.

Requiring heavy repairs.	Total Number.
.....	1
.....	4
.....	2
.....	1
.....	2
.....	12
.....	2

No. 80

PETERBORO' AND CHEMUNG LAKE RAILWAY.

The Peterborough and Chemung Railway has no Rolling Stock—it is worked by the Cobourg and Peterboro Railway Company.

(Signed)

A. M. BURNHAM,
President.

April 17, 1860.

ROLLING STOCK.

Statement of the Number and Condition of the Passenger, Freight and other Cars and Rolling Stock on all the Railways in Canada on the 31st Dec., 1860.

DESCRIPTION OF STOCK.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total.
First Class Passenger Cars with 16 Wheels.....	1	.....	.....	1
First Class Passenger Cars with 12 Wheels.....	24	1	.....	25
First Class Passenger Cars with 8 Wheels.....	160	49	14	223
First Class Passenger Cars with 4 Wheels.....	1	.....	.....	1
Second Class and Emigrant Cars with 8 Wheels..	96	21	.....	117
Second Class and Emigrant Cars with 4 Wheels..	3	.....	.....	3
Composite Cars with 8 Wheels	2	.....	.....	2
Baggage, Mail and Express Cars with 12 Wheels..	11	1	.....	12
Baggage, Mail and Express Cars with 8 Wheels..	91	11	2	104
Baggage, Mail and Express Cars with 4 Wheels..	2	.....	.....	2
Box, Freight and Cattle Cars with 8 Wheels	2,953	213	14	3,180
Box, Freight and Cattle Cars with 4 Wheels	95	4	2	101
Conductors' Cars with 8 Wheels.....	35	5	.....	40
Platform Cars with 8 Wheels.....	1,555	249	64	1,868
Grain Cars.....	50	.....	.....	50
Refrigerator Car .....	.....	1	.....	1
Gravel Cars with 8 Wheels	62	20	8	90
Gravel Cars with 4 Wheels	284	53	23	360
Timber Cars with 16 Wheels.....	6	.....	.....	6
Timber Cars with 4 Wheels.....	6	.....	.....	6
Spar Timber Trucks.....	.....	.....	.....	16
Snow Ploughs—large size	34	.....	1	35
Hand Cars.....	114	7	.....	121

INSPECTOR OF RAILWAYS OFFICE,
Quebec, 1861.

No. 81.

light and other
at Dec., 1860.

Requiring heavy repairs.	Total.
.....	1
.....	25
14	223
.....	1
.....	117
.....	3
.....	2
.....	12
2	104
.....	2
14	3,180
2	101
.....	40
64	1,868
.....	50
.....	1
8	90
23	360
.....	6
.....	6
.....	16
1	35
.....	121

No. 82.

NUMBER AND STATE OF REPAIR

*Of Locomotive Engines running on all the Railways in Canada, at the end
of the year 1860.*

No.	CORPORATE NAME OF BAILWAY.	In good order.	Requiring slight repairs.	Requiring heavy repairs.	Total.
1	The Grand Trunk Railway of Canada.....	135	44	38	217
2	The Great Western Railway of Canada.....	71	18	18	89
3	The Northern Railway of Canada.....	9	5	3	17
4	The Buffalo and Lake Huron Railway.....	20	1	7	28
5	The Brockville and Ottawa Railway.....	1	2	.....	3
6	The Montreal and Champlain Railway.....	13	.....	2	15
7	The Prescott and Ottawa Railway.....	3	.....	2	5
8	The Welland Railway.....	3	.....	1	4
9	The Erie and Ontario Railway.....	1	.....	.....	1
10	The Port Hope, Lindsay and Beaverton Railway.....	4	.....	.....	4
11	The Carrillon and Grenville Railway.....	1	1	.....	2
12	The St. Lawrence and Industry Railway.....	.....	2	.....	2
13	The London and Port Stanley Railway.....	2	.....	.....	2
14	The Cobourg and Peterboro' Railway.....	2	1	1	4
15	The Peterboro' Branch of the Port Hope, Lindsay and Beaverton Railway.....	1	.....	.....	1
Totals		266	56	72	394

The Peterboro' and Chemung Lake Railway is worked by the Cobourg and Peterboro' Railway Company, and the Locomotive and Rolling Stock on the Stanstead, Shefford and Chambly Railway is leased from the Montreal and Champlain Railways Company.

INSPECTOR OF RAILWAYS OFFICE,
Quebec, 1861.

No. 83.

LOCOMOTIVE ENGINES.

Where made, owned by Railway Companies in Canada, 31st December, 1860.

No.		Canada.	United States.	Great Britain.	Totals.
1	Great Western and its Branches	3	42	44	69
2	Grand Trunk	35	122	60	217
3	Northern	9	8	.....	17
4	Buffalo and Lake Huron	1	27	.....	28
5	London and Port Stanley .....	.....	2	.....	2
6	Welland	1	3	.....	4
7	Erie and Ontario .....	.....	1	.....	1
8	Port Hope, Lindsay and Beaverton	2	3	.....	5
9	Cobourg and Peterborough	3	1	.....	4
10	Brockville and Ottawa	2	1	.....	3
11	Ottawa and Prescott .....	.....	5	.....	5
12	Montreal and Champlain .....	.....	13	3	16
13	Carillon and Grenville	1	.....	1	2
14	St. Lawrence and Industry .....	.....	1	1	2
15	Stanstead, Shefford and Chambly .....	.....	.....	.....	.....
16	Peterborough and Chemong .....	.....	.....	.....	.....
		57	229	109	395

REMARKS.

No. 15. The Stanstead, Shefford and Chambly Railway is worked by Locomotives belonging to the Montreal and Champlain Railway Company.

No. 16. The Peterborough and Chemong Railway is worked by Locomotives belonging to the Cobourg and Peterborough Railway Company.

SECRETARY'S OFFICE,
BOARD OF RAILWAY COMMISSIONERS.

December, 1860.

Great Britain.	Totals.
44	69
60	217
.....	17
.....	28
.....	2
.....	4
.....	1
.....	5
.....	4
.....	3
.....	5
3	16
1	2
1	2
.....	
.....	
109	395

ed by Locomo-
pany.

y Locomotives
ny.

GREAT WESTERN RAIL

Number, description and condition of Locomotive Engines owned by this Com-

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			
				ft. in.	inches	inches		ft. in.	inches	tons.	gall'ns	tons.
1	Hercules....	Outside ..	4	6 0	16	22	180	11 2	1 1/8	..	1567	..
2	Samson	do	4	do	do	do	do	do	do	..	do	..
3	Canada	do	4	do	do	do	do	do	do	..	do	..
4	Niagara	do	4	do	do	do	do	do	do	..	do	..
5	Hamilton	do	4	do	do	do	do	do	do	..	do	..
6	London	do	4	do	do	do	do	do	do	..	do	..
7	Middlesex...	Inside ..	4	5 6	15	do	139	do	do	..	1571	..
8	Lightning...	do	4	do	14	do	do	do	do	..	do	..
9	Detroit	do	4	do	do	do	do	do	do	..	do	..
10	Lincoln	do	4	do	do	do	do	do	do	..	do	..
11	Windsor	do	4	do	do	do	do	do	do	..	do	..
12	Chatham	do	4	do	do	do	do	do	do	..	do	..
13	Paris	do	4	do	do	do	do	do	do	..	do	..
14	Woodstock ..	do	4	do	do	do	do	do	do	..	do	..
15	Essex	do	4	do	do	do	do	do	do	..	1521	..
16	Kent	do	4	do	do	do	do	do	do	..	do	..
17	Elgin	do	4	do	do	do	do	do	do	..	do	..
18	Norfolk	do	4	do	do	do	do	do	do	..	do	..
19	Brant	do	4	do	do	do	do	do	do	..	do	..
20	Wentworth ..	do	4	do	do	do	do	do	do	..	do	..
21	Ontario	Outside ..	4	4	13	20	94	8 9	1 1/8	..	807	..
22	Erie	do	4	4 6	do	do	do	do	do	..	do	..
23	St. Clair	do	4	do	do	do	do	do	do	..	do	..
24	Huron	do	4	do	do	do	do	do	do	..	do	..
25	Superior	do	4	do	13	do	do	do	do	..	do	..
26	St. Lawrence.	do	4	do	do	do	do	do	do	..	do	..
27	Rein Deer...	Inside ..	4	6 0	16	21	170	10 10 1/2	1 1/2	..	1742	..
28	Elk	do	4	do	do	do	do	do	do	..	do	..
29	Gazelle	do	4	do	do	do	do	do	do	..	do	..
30	Stag	do	4	do	do	do	do	do	do	..	do	..
31	Antelope	do	4	do	do	do	do	do	do	..	do	..
32	Greyhound ..	do	4	do	do	do	do	do	do	..	do	..
33	Michigan	Outside ..	4	4 6	13	20	94	do	do	..	807	..
34	Simcoe	do	4	do	do	do	do	8 9	do	..	do	..
35	Venus	do	4	5 6	15	22	150	11 9 1/2	do	..	1635	..
36	Vesta	do	4	do	do	do	do	do	do	..	do	..
37	Minerva	do	4	do	do	do	do	do	do	..	do	..
38	Jupiter	do	4	do	do	do	do	do	do	..	do	..
39	Mercury	do	4	do	do	do	do	do	do	..	do	..
40	Mars	do	4	do	do	do	do	do	do	..	do	..
41	Spitfire	Inside ..	4	6	16	do	174	11 3 1/2	do	..	1684	..
42	Firebrand	do	4	do	do	do	do	do	do	..	2183	..
43	Fire King	do	4	do	do	21	do	do	do	..	2183	..
44	Fire Fly	do	4	do	do	do	do	do	do	..	1684	..
45	Locatz	do	4	do	do	do	do	do	do	..	2183	..
46	Tecla	do	4	do	do	do	do	do	do	..	do	..
47	Atlas	do	6	5	do	24	170	10 3	do	..	1906	..

WA
pany.

Total weight of Engine and
Tender with Wood and Water.

lbs.

RAIL
this Com-

WAY OF CANADA.

pany, on the 31st December, 1860, and Miles run by the same up to that date.

Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
all'ns tons.	tons.	tons.					
1507	..	1507	Schenectady	July, 1853...	6,192	125,337	In good working order.
do	..	do	do	June, 1853...	4,184	129,694	do
do	..	do	Lowell	Feb., 1854 ..	24,516	112,079	In shop for repairs.
do	..	do	do	June 1853...	33,393	162,890	In good working order.
do	..	do	do	Oct., 1853 ..	4,745	112,717	do
do	..	do	do	Oct., do ..	11,847	83,980	do
1571	..	1571	Schenectady	Oct., do ..	5,199	120,394	do
do	..	do	do	Oct., do ..	15,997	159,832	In shop for repairs.
do	..	do	do	Oct., do ..	11,298	135,510	do
do	..	do	do	Oct., do ..	29,733	181,368	do
do	..	do	do	Oct., do ..	3,074	122,629	In good working order.
do	..	do	do	Oct., do ..	25,685	170,752	do
do	..	do	do	Oct., do ..	3,985	154,680	do
do	..	do	do	Oct., do ..	26,762	163,741	do
1521	..	1521	Lowell	Dec., do ..	26,628	165,276	do
do	..	do	do	Jan., 1854...	15,287	112,964	do
do	..	do	do	Jan., do ..	872	118,563	do
do	..	do	do	Jan., do ..	33,748	136,380	In shop for repairs.
do	..	do	do	Jan., do ..	15,851	96,378	In good working order.
do	..	do	do	Jan., do ..	3,591	128,888	In shop for repairs.
807	..	807	Souther's, Boston	Sep., 1853 ..	34,300	168,493	In good working order.
do	..	do	do	Sep., do ..	48,881	157,833	do
do	..	do	do	Oct., do ..	27,110	219,037	do
do	..	do	do	Oct., do ..	18,730	129,762	do
do	..	do	do	Oct., do ..	31,864	172,024	do
do	..	do	do	Nov., do ..	14,408	168,429	do
1742	..	1742	Amoskeag	Feb., 1854 ..	8,720	106,201	In shop for repairs.
do	..	do	do	Feb., do ..	14,328	146,969	In good working order.
do	..	do	do	Mar., do ..	4,540	102,187	do
do	..	do	do	Mar., do ..	12,189	151,943	do
do	..	do	do	May, do ..	5,184	138,918	do
do	..	do	do	April, do ..	6,905	122,731	do
807	..	807	Souther's, Boston	Feb., do ..	...	69,019	do
do	..	do	do	Feb., do ..	24,568	145,879	do
1635	..	1635	Norris, Philadelphia	June, do ..	10,013	89,803	do
do	..	do	do	June, do ..	12,718	90,940	do
do	..	do	do	Sep., do ..	22,561	113,263	do
do	..	do	do	Feb., do ..	808	75,917	In shop for repairs.
do	..	do	do	Sep., do ..	10,581	93,314	In good working order.
do	..	do	do	Sep., do ..	29,682	119,387	do
1684	..	1684	Fairbairn's, Manchester, Eng'nd	May, 1855 ..	28,920	144,631	In shop for repairs.
2183	..	2183	do	May, do ..	14,883	101,853	In good working order.
2183	..	2183	do	May, do ..	27,612	146,156	do
1684	..	1684	do	Oct., do ..	15,570	112,604	In shop for repairs.
2183	..	2183	do	Sep., do ..	24,353	133,322	do
do	..	do	do	May, do ..	11,256	86,001	In good working order.
1906	..	1906	Slaughter's, Bristol, England	Nov., 1854 ..	19,451	130,079	do

GREAT WESTERN RAIL

Number, description and condition of Locomotive Engines owned by this Com-

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			
				ft. in.	inches	inches		ft. in.	inches	tons.	gall'ns	tons.
48	Pluto	Inside ..	6	5	do	24	170	10 3	do	..	1906	..
49	Milo	do	6	do	do	do	do	do	do	..	do	..
50	Elephant	do	6	do	do	do	do	do	do	..	do	..
51	Rhinoceros ..	do	6	do	do	do	do	do	do	..	do	..
52	Buffalo	do	6	do	do	do	do	do	do	..	do	..
53	Bison	do	6	do	do	do	do	do	do	..	do	..
54	Python	do	6	5	16	24	170	10 3	1 $\frac{1}{8}$	..	1906	..
55	Welland	do	4	5 6	14	do	139	11 2	1 $\frac{1}{8}$	..	1571	..
56	St. Catharin's ..	do	4	do	do	do	do	do	do	..	do	..
57	Lion	do	6	5	16	do	170	10 3	1 $\frac{1}{8}$	..	1981	..
58	Lioness	do	6	do	do	do	do	do	do	..	do	..
59	Tiger	do	6	do	do	do	do	do	do	..	do	..
60	Tigress	do	6	do	do	do	do	do	do	..	do	..
61	Leopard	do	6	do	do	do	do	do	do	..	do	..
62	Panther	do	6	do	do	do	do	do	do	..	do	..
63	Vulcan	do	6	do	do	do	do	do	do	..	do	..
64	Etna	do	6	do	do	do	do	do	do	..	do	..
65	Stromboli	do	6	do	do	do	do	do	do	..	do	..
66	Styx	do	6	do	do	do	do	do	do	..	do	..
67	Gem	do	4	6	do	21	174	11 3 $\frac{1}{2}$	do	..	1684	..
68	Ruby	do	4	do	do	do	do	do	do	..	do	..
69	Emerald	do	4	do	do	do	do	do	do	..	2183	..
70	Sapphire	do	4	do	do	do	do	do	do	..	1684	..
71	Mazeppa	Outside ..	4	do	15	20	180	10 3	do	..	1452	..
72	Medea	do	4	do	do	do	do	do	do	..	do	..
73	Medusa	do	4	do	do	do	do	do	do	..	do	..
74	Ajax	do	4	5	16	do	170	10 2	1 $\frac{1}{8}$	..	1696	..
75	Titan	do	4	do	do	do	do	do	do	..	do	..
76	Minos	do	4	do	do	do	do	do	do	..	do	..
77	Castor	Inside ..	6	do	do	24	184	10 3	1 $\frac{1}{8}$	..	1981	..
78	Pollux	do	6	do	do	do	do	do	do	..	do	..
79	Efebus	Inside ..	6	5	16	24	174	11 8	1 $\frac{1}{8}$	..	1452	..
80	Cyclops	do	6	do	do	do	do	do	do	..	do	..
81	Ixion	do	6	do	do	do	do	do	do	..	do	..
82	Ariel	do	4	6	15	do	164	11 3	do	..	do	..
83	Oberon	do	4	do	do	do	do	do	do	..	do	..
84	Prospero	do	4	do	do	do	do	do	do	..	do	..
85	Diadem	do	4	do	16	21	189	11 3 $\frac{1}{2}$	do	..	2183	..
86	Diamond	do	4	do	do	do	do	do	do	..	do	..
87	Achilles	do	4	5	do	22	174	11 2	do	..	1806	..
88	Bacchus	do	4	do	do	do	do	do	do	..	do	..
89	G. Stephenson ..	do	6	do	do	24	240	10 4 $\frac{1}{2}$	1 $\frac{1}{8}$	..	2000	..

WAY
pany, o

Total weight of Engine and
Tender with Wood and Water.

t'ns.

N RAIL

by this Com-

WAY OF CANADA.

pany, on the 31st December, 1860, and Miles run by the same up to that date.

Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
gall'ns	tons,	tons,					
1906	..	1906	do	Sep., do	23,221	128,901	do
do	..	do	do	Oct., do	27,134	111,032	do
do	..	do	do	Dec., do	18,088	99,524	do
do	..	do	do	Dec., do	15,080	101,264	do
do	..	do	do	Nov., do	24,850	129,206	do
do	..	do	do	Nov., do	20,391	127,995	do
1906	..	1906	Slaughter's, Bristol, England	Dec., 1854	24,319	129,725	do
1571	..	1571	Schenectady	July, do	24,615	152,877	do
do	..	do	do	Aug., do	14,922	167,758	In shop for repairs.
1981	..	1981	Slaughter's, Bristol, England	Dec., 1855	19,026	110,390	In good working order.
do	..	do	do	Dec., do	10,253	103,883	do
do	..	do	do	Dec., do	27,346	100,046	In shop for repairs.
do	..	do	do	Dec., do	21,694	95,153	In good working order.
do	..	do	do	Mar., 1856	27,527	101,071	do
do	..	do	do	Mar., do	17,469	102,424	do
do	..	do	do	Feb., do	20,606	87,406	do
do	..	do	do	Jan., do	11,621	86,465	do
do	..	do	do	Mar., do	17,189	87,434	do
do	..	do	do	May, do	32,298	104,004	do
do	..	do	do	Mar., do	6,415	97,689	do
1684	..	1684	Fairbairn, Manchester, England	Feb., do	6,415	97,689	do
do	..	do	do	Mar., do	27,681	125,785	do
2183	..	2183	do	Mar., do	24,838	109,248	In shop for repairs.
1684	..	1684	do	April, do	4,252	97,112	In good working order.
1452	..	1452	Jones, Liverpool, England	April, do	4,404	68,189	do
do	..	do	do	Jan., do	6,893	74,259	do
do	..	do	do	Jan., do	12,702	74,996	In shop for repairs.
1696	..	1696	Birkenhead Works, England	Jan., do	9,679	98,355	In good working order.
do	..	do	do	Jan., do	15,612	79,283	do
do	..	do	do	Jan., do	8,476	77,366	do
1981	..	1981	Slaughter, Bristol, England	Dec., do	9,131	64,516	do
do	..	do	do	Nov., do	13,842	63,459	In shop for repairs.
1452	..	1452	Stephenson, Newcastle, Eng'nd	Nov., do	29,344	66,973	In good working order.
do	..	do	do	Nov., do	25,540	91,700	do
do	..	do	do	Nov., do	18,749	86,977	do
do	..	do	do	Dec., do	25,411	87,111	In shop for repairs.
do	..	do	do	Oct., do	24,401	110,745	In good working order.
do	..	do	do	Jan., do	22,517	99,168	do
2183	..	2183	Fairbairn, Manchester, England	April, do	20,852	94,190	In shop for repairs.
do	..	do	do	Aug., do	26,339	81,433	In good working order.
1806	..	1806	Gunn's, Hamilton, C. W.	Sept., do	13,192	54,973	do
do	..	do	do	Sep., do	14,560	47,524	do
2000	..	2000	G. W. Railway, Hamilton	Jan., 1860	30,395	30,395	do

(Signed)

RICHARD EATON,

Locomotive Superintendent.

GREAT WESTERN RAILWAY OF CANADA.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average Weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels	37,000	24	1	.....	25
First Class Passenger Cars, 8 Wheels..	30,000	48	8	2	58
Second Class Passenger Cars, 8 Wheels..	20,000	41	3	.....	44
Emigrant Cars, 8 Wheels,.....					
Baggage, Mail, and Express, 8 Wheels.	20,000	9	1	.....	10
Baggage, Mail, and Express, 12 Wheels.	30,000	9	1	.....	10
Box, Freight, and Cattle, 8 Wheels...	18,500	830	21	9	860
Box, Freight, and Cattle, 4 Wheels...	12,000	94	4	2	100
Platform Cars, 8 Wheels.....	18,000	240	8	2	250
Gravel Cars, 8 Wheels.....	.....	.....	.....	.....	.....
Gravel Cars, 4 Wheels,.....	10,000	120	.....	.....	120
Hand Cars,.....	1,000	50	.....	.....	50
Snow Ploughs—Large,.....	.....	.....	.....	.....	.....
Large Timber Cars, 16 Wheels	38,000	6	.....	.....	6
Small Timber Trucks, 4 Wheels.....	8,000	6	.....	.....	6
Conductors Cars, 8 Wheels.....	20,000	31	2	.....	33

The cars in every Train on this Railway have their wheels and running gear examined every trip at the following Stations:—

Suspension Bridge, (Niagara Falls,) Hamilton, Paris, London, Windsor, Galt, Guelph, Toronto and Sarnia.

(Signed)

S. SHARP,
Superintendent Car Department

DA.

owned by this

Requiring heavy repairs.	Total Number.
.....	25
2	58
.....	44
.....	10
.....	10
9	860
2	100
2	250
.....	120
.....	50
.....	6
.....	6
.....	33

l running gear

Windsor, Galt,

or Department

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com-

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			
				ft. in.	inches	inches		ft. in.	inches	tons. ct.	gallons	tons. ct.
1		Coupled ..	4	5 0	15	22	144	10 5½	1½	23 10	1438	16 0
2		do ..	4	5 6	do	do	132	10 5½	1½	23 8	1500	14 0
3		do ..	4	5 6	16	do	169	10 5½	do	23 14	1438	16 0
4		do ..	4	5 6	15	20	132	10 4	do	23 5	do	14 3
5		do ..	4	6 0	do	do	178	10 4	1½	23 5	1073	13 7
6		do ..	4	6 0	do	do	do	10 4	do	do	do	do
7		do ..	4	5 0	16	24	158	11 0½	1½	23 9	1567	15 12
8		do ..	4	5 0	do	do	do	11 0½	do	do	1567	do
9		do ..	4	5 6	15	22	169	10 7	1½	24 2	1438	16 10
10		do ..	4	5 0	14	21	160	11 0	1½	22 6	1450	15 12
11		do ..	4	4 6	16	24	170	11 0	do	25 6	1521	do
12		do ..	4	4 6	do	do	do	11 0	do	do	do	do
13		do ..	4	5 6	do	20	do	10 10	do	do	do	do
14		do ..	4	5 0	do	22	160	11 0	do	25 10	1598	17 13
15		do ..	4	4 6	do	24	170	10 10	do	do	1521	15 12
16		do ..	4	5 6	do	20	do	10 10	do	do	do	do
17		do ..	4	5 6	do	24	136	10 10½	do	26 2	1658	19 13
18		do ..	4	4 6	do	do	170	10 10	do	25 2	1521	15 12
19		do ..	4	5 6	do	20	do	10 10	do	do	do	do
20		do ..	4	5 0	15	24	156	10 11	do	26 12	1658	18 11
21		do ..	4	5 6	16	20	141	11 0	do	24 16	1567	18 4
22		do ..	4	5 6	do	do	do	11 0	do	do	do	do
23		Not coupl'd	4	6 0	15	do	178	10 4	1½	23 12	1073	13 7
24		Coupled	4	5 0	17	do	141	11 2	1½	24 16	1567	18 4
25		do ..	4	5 6	15	21	160	11 0	do	28 2	1450	16 9
26		do ..	4	5 6	14	22	124	10 6	do	21 2	1438	14 6
27		do ..	4	5 0	do	20	116	10 8	do	do	do	do
28		do ..	4	5 0	do	do	do	10 8	do	do	do	do
29		do ..	4	5 0	16	24	154	11 0	do	26 12	1658	19 13
30		do ..	4	5 6	do	do	do	11 0	do	26 2	do	do
31		do ..	4	5 0	do	do	do	11 0	do	26 12	do	do
32		do ..	4	5 0	do	do	170	11 0	do	27 12	1521	16 9
33		do ..	4	5 0	do	do	do	11 0	do	do	do	do
34		do ..	4	5 6	do	22	150	10 11	do	26 0	1583	16 0
35		do ..	4	6 0	17	20	174	10 8	1½	26 14	1757	17 12
36		do ..	4	6 0	do	do	do	10 8	do	do	do	do
37		do ..	4	5 0	16	do	154	10 4	1½	25 6	1521	15 6
38		do ..	4	5 0	do	do	do	10 4	do	do	do	do
39		do ..	4	5 0	do	do	do	10 4	do	do	do	do
40		do ..	4	5 0	do	do	do	10 4	do	do	do	do
41		do ..	4	6 0	15	do	178	10 4	1½	25 5	1073	13 7
42		do ..	4	6 0	do	do	do	10 4	do	do	do	do
43		do ..	4	6 0	do	do	do	10 4	do	do	do	do
44		do ..	4	6 0	do	do	do	10 4	do	do	do	do
45		Not coupl'd	4	6 0	do	do	do	10 4	do	23 12	do	do
46		Coupled	4	5 9	16	do	do	10 1	do	25 12	do	do
47		do ..	4	5 9	do	do	do	10 1	do	do	do	do
48		do ..	4	5 9	do	do	do	10 1	do	do	do	do

WAY
pany,Total weight of
Engine and Ten-
der with Wood
and Water.

tons, cwt

33 10
37 8
39 14
37 8
38 12
38 12
39 12
39 1240 12
37 1240 12
do
do
do43
41
41
45 1
40 1
do
45
43do
36
43
44
35do
do
do
do46
45
46
4442
44
40do
do
do
do

38

36
35

WAY OF CANADA.

No. 85.

pany, on the 31st December, 1860, and Miles run by the same up to that date.

RUNK RAIL
by this Com.

Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Ten- der with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
ft.	gallons	ins.	ct.	tons, cwt.					
10	1438	18	0	35 10	Portland Company	Nov., 1848.	19,585	84,721	In good order.
8	1500	14	0	37 8	do	May, 1850.	do	106,705	Being thoroughly overhaul'd
14	1438	16	0	39 14	do	Sept., 1851.	15,658	188,310	Fair order.
5	do	14	3	37 8	do	Augt., 1851.	11,740	115,325	do
5	1073	13	7	38 12	Peto & Co.	Jany., 1855.	24,780	130,891	Wanting new tyre.
	do	do	do	38 12	do	do	21,715	120,200	In good order.
9	1567	15	12	39 12	Boston Locomotive Works.	July, 1852.	21,383	131,384	In fair order.
	1567	do	do	39 12	do	do	11,912	136,677	Having new tube plate. Broken Crank Axle.
2	1438	16	10	40 12	Portland Company	Dec., 1851.	6,805	129,038	In good order.
6	1450	15	12	37 18	Kinmond Brothers.	July, 1854.	3,085	63,540	Had 5 ft. 6 in. diam. driving wheels. Put on 6th Jan., 1861. In good order.
6	1521	do	do	40 18	Amoskeag Company	Nov., 1852.	23,320	122,301	Being thoro'ly overhauled.
	do	do	do	do	do	do	19,464	104,816	Having new tyres.
	do	do	do	do	do	Dec., 1852.	8,622	75,928	In fair order. Requiring tyres turning up.
10	1598	17	13	43 3	Portland Company	Jany., 1858.	22,417	74,865	do do do
	1521	15	12	41 2	Amoskeag Company	Augt., 1853.	6,951	107,858	In good order.
	do	do	do	41 2	do	Sept., 1853.	19,665	109,337	do
2	1658	19	13	45 15	Kinmond Brothers.	do	11,018	74,659	In fair order.
2	1521	15	12	40 14	Amoskeag Company	Oct., 1853.	11,062	113,515	Having tubes pierced.
	do	do	do	do	do	do	19,773	106,489	In fair order.
12	1658	18	11	45 3	Kinmond Brothers.	Nov., 1853.	7,337	67,791	do
16	1567	18	4	43 0	Boston Locomotive Works.	Feb., 1854.	23,704	145,041	Having new set of driving wheels. (M. J.)
	do	do	do	do	do	do	9,694	106,930	In good order.
12	1073	13	7	36 19	Peto & Co.	Feb., 1855.	620	73,379	do
16	1567	18	4	43 0	Boston Locomotive Works.	Feb., 1854.	13,809	123,434	do
2	1450	16	9	44 11	Kinmond Brothers.	Augt., 1854.	8,198	81,722	do
2	1438	14	6	35 8	Portland Company	Jany., 1854.	15,835	100,269	In fair order.
	do	do	do	do	Amoskeag Company	May, 1854.	4,697	70,380	Having new crank axle.
	do	do	do	do	do	do	10,490	79,455	In good order.
2	1658	19	13	46 5	Kinmond Brothers.	June, 1854.	4,240	68,766	do
2	do	do	do	45 15	do	do	8,104	20,879	Requiring light repairs.
2	do	do	do	46 5	do	Feb., 1854.	5,698	82,407	In good order.
2	1521	16	9	44 1	Amoskeag Company	May, 1854.	18,357	98,427	do
	do	do	do	do	do	do	23,045	124,035	do
0	1583	16	0	42 0	Good, Toronto	Sept., 1854.	18,294½	54,329½	do
4	1757	17	12	44 6	New Jersey Loco. Works.	do	13,648	78,836	do
	do	do	do	do	do	do	27,198½	79,147½	Broken crank axle.
6	1521	15	6	40 12	Amoskeag Company	do	26,810	106,156	In good order.
	do	do	do	do	do	Oct., 1854.	9,223	87,515	do
	do	do	do	do	do	Jany., 1855.	21,309	98,465	do
	do	do	do	do	do	do	12,052	89,824	do
5	1073	13	7	38 12	Peto & Co.	Nov., 1854.	10,277	58,705	do
	do	do	do	do	do	Feb., 1855.	13,885	108,560	Requiring general overhaul.
	do	do	do	do	do	Mar., 1855.	7,324	81,329	do
	do	do	do	do	do	do	13,892	60,448	In fair order.
2	do	do	do	36 19	do	do	1,429	52,304	Requiring general overhaul.
2	do	do	do	38 19	do	April, 1855.	13,263	90,303	In fair order.
	do	do	do	do	do	May, 1855.	23,412	89,014	Having new tyres and light repairs.
	do	do	do	do	do	Dec., 1855.	11,095	74,618	Having new tyres & tub plate

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com-

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			
49		Coupled	4	ft. in.	inches	inches	178	ft. in.	inches	tns. ct.	gall'ns	tns. ct.
50		do	4	5 9	16	20	178	10 1	1 1/8	25 12	1073	13 7
51		do	4	do	do	do	do	10 1	do	do	do	do
52		do	4	6 0	15	do	do	10 1	do	do	do	do
53		do	4	5 0	17	do	141	11 2	1 1/8	24 16	1567	18 4
54		do	4	do	15	24	162	11 0	do	23 16	1598	16 4
55		do	4	do	15	do	162	do	do	23 16	do	do
56		do	4	do	16	20	154	do	do	24 16	do	17 4
57		do	4	do	do	do	178	10 1	1 1/8	25 12	1576	18 7
58		do	4	do	do	do	do	do	do	do	do	do
59		do	4	do	do	do	do	do	do	do	do	do
60		do	4	do	do	do	do	do	do	do	do	do
61		do	4	do	do	do	do	do	do	do	do	do
62		do	4	do	do	do	do	do	do	do	do	do
63		do	4	do	do	do	do	do	do	do	do	do
64		do	4	do	do	do	do	do	do	do	do	do
65		do	4	6 0	15	do	do	10 4	do	25 5	1073	13 7
66		do	4	do	do	do	do	do	do	do	do	do
67		do	4	do	do	do	do	do	do	do	do	do
68		do	4	5 6	16	do	154	11 0	1 1/8	24 12	1598	16 18
69		do	4	6 0	15	do	178	10 4	1 1/8	25 5	1073	13 7
70		Not coupl'd	4	do	do	do	do	do	do	23 12	do	do
71		Coupled	4	5 6	do	21	160	10 10	1 1/8	28 2	1473	16 9
72		do	4	5 0	16	20	154	10 10 1/2	do	24 16	1598	18 4
73		do	4	do	do	do	do	do	do	do	do	do
74		do	4	do	do	do	178	10 1	1 1/8	25 12	1576	18 7
75		do	4	do	do	do	do	do	do	do	1073	do
76		do	4	do	do	do	do	do	do	do	1576	do
77		do	4	do	do	do	do	do	do	do	do	do
78		do	4	do	do	do	do	do	do	do	do	do
79		do	4	do	do	do	do	do	do	do	do	do
80		do	4	do	do	do	do	do	do	do	do	do
81		do	4	do	do	do	do	do	do	do	do	do
82		do	4	do	do	do	do	do	do	do	do	do
83		do	4	do	do	do	do	do	do	do	do	do
84		do	4	do	do	do	do	do	do	do	do	do
85		do	4	do	do	do	do	do	do	do	do	do
86		do	4	5 6	15	21	160	10 10	1 1/8	28 2	1473	16 9
87		do	4	do	do	do	do	do	do	do	do	do
88		do	4	do	do	20	158	do	do	24 2	1292	14 10
89		do	4	do	do	do	do	do	do	do	do	do
90		do	4	do	do	do	do	do	do	do	do	do
91		do	4	do	do	do	do	do	do	do	do	do
92		do	4	do	do	do	do	do	do	do	do	do
93		do	4	do	do	do	do	do	do	do	do	do
94		do	4	6 0	do	do	154	10 4	do	25 6	1521	15 0
95		do	4	do	do	do	do	do	do	do	do	do
96		do	4	do	do	do	do	do	do	do	do	do
97		do	4	do	do	do	do	do	do	do	do	do
98		do	4	do	do	do	do	do	do	do	do	do

WAY
pany.Total weight of
Engine and Ten-
der with Wood

tons cw

38 1

do

do

do

38 1

43

40

do

42

43 1

do

do

do

do

do

do

do

do

38 1

do

41

38

36

44

43

43

do

do

do

do

do

do

do

do

44

38

do

do

do

do

do

do

do

do

do

UNK RAIL by this Com-

WAY OF CANADA.

No. 85

pany, on the 31st December, 1860, and Miles run by the same, &c.—(Continued.)

			Total weight of Engine and Tender with Wood and Water.		WHERE BUILT. OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
ct.	gall'ns.	tns. ct.	tons cwt.						
12	1073	13 7	38 19	Peto & Co.	.....	Jan., 1856.	27,628	62,328	In good order.
	do	do	do	do	.....	do	7,759	72,855	Fair.
	do	do	do	do	.....	do	18,647	67,238	do
5	1567	18 4	38 12	do	.....	Dec., 1856.	20,563	58,531	Good.
16	1598	16 4	43 0	Boston Locomotive Works.	.....	Feb., 1854.	21,700	63,648	Requires new driving wheel.
	do	do	40 0	Portland Company.	.....	Nov., 1855.	23,613	101,166	Requires two tube plates and thorough overhaul.
16	do	do	do	do	.....	Feb., 1856.	13,473	72,066	In good order.
16	do	17 4	42 0	do	.....	May, 1856.	16,022	87,567	do
12	1576	18 7	43 19	Peto & Co.	.....	Nov., 1858.	21,962	68,530	Having a thorough overhaul and new cylinders.
	do	do	do	do	.....	do	12,320	73,199	In fair order.
	do	do	do	do	.....	do	21,640	66,154	do
	do	do	do	do	.....	do	23,708	71,576	do
	do	do	do	do	.....	do	31,529	76,489	Having heavy repairs.
	do	do	do	do	.....	Dec., 1858.	17,679	63,537	In fair order.
	do	do	do	do	.....	do	15,851	52,066	do
	do	do	do	do	.....	Jan., 1856.	13,688	66,403	do
5	1073	13 7	38 12	do	.....	Nov., 1855.	17,734	72,047	Undergoing light repairs.
	do	do	do	do	.....	Jan., 1856.	16,435	78,375	Requiring general overhaul.
	do	do	do	do	.....	Dec., 1855.	16,951	67,837	Having tyres turned up and light repairs.
12	1598	16 18	41 10	Portland Company.	.....	May., 1856.	22,917	90,467	In good order.
5	1073	13 7	38 12	Peto & Co.	.....	Nov., 1855.	24,005	54,437	In fair order.
12	do	do	36 19	do	.....	May, 1856.	18,724	79,296	Requiring general overhaul.
2	1473	16 9	44 11	Kinmond Brothers.	.....	do	4,849	54,452	In good order.
16	1598	18 4	43 0	Portland Company.	.....	July, 1856.	18,345	90,913	Requiring light repairs.
	do	do	do	do	.....	do	28,203	91,582	In good order.
12	1576	18 7	43 19	Peto & Co.	.....	do	20,205	69,395	do
	do	do	do	do	.....	do	16,510	42,428	do
	1576	do	do	do	.....	Sept., 1856.	15,344	57,166	do
	do	do	do	do	.....	Oct., 1856.	21,451	57,236	Requiring thorough overhaul.
	do	do	do	do	.....	do	19,392	69,880	In fair order.
	do	do	do	do	.....	do	24,404	77,826	In good order.
	do	do	do	do	.....	do	14,738	66,300	do
	do	do	do	do	.....	do	14,767	66,079	do
	do	do	do	do	.....	do	11,434	67,997	do
	do	do	do	do	.....	Nov., 1856.	5,932	42,776	do
	do	do	do	do	.....	Oct., 1856.	8,024	64,393	do
	do	do	do	do	.....	Nov., 1856.	23,309	61,718	do
3	1473	16 9	44 11	Kinmond Brothers	.....	Oct., 1856.	27,003	83,491	do
	do	do	do	do	.....	Nov., 1856.	11,692	49,792	In fair order. Requiring light repairs.
4	1292	14 10	38 12	Ontario Foundry.	.....	Oct., 1856.	14,356	40,421	In good order.
	do	do	do	do	.....	do	18,744	41,494	Working but receiv. repairs.
	do	do	do	do	.....	do	14,399	46,424	In good order.
	do	do	do	do	.....	do	13,692	45,486	do
	do	do	do	do	.....	Nov., 1856.	13,062	53,212	Under light repairs.
	do	do	do	do	.....	Feb., 1857.	18,230	60,335	In good order.
5	1521	15 0	40 6	Manchester Works	.....	Nov., 1856.	26,232	81,931	do
	do	do	do	do	.....	do	25,792	113,984	do
	do	do	do	do	.....	Dec., 1856.	16,467	83,871	do
	do	do	do	do	.....	do	23,948	93,544	do
	do	do	do	do	.....	Nov., 1856.	15,496	83,667	Requiring heavy repairs.

GRAND TRUNK RAIL

Numbe., description and condition of Locomotive Engines owned by this Com.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
				ft. in.	inches.	inches.	ft. in.	inches.	tons.	gal'ns.	ts. cwt	tons, cwt	
99		Coupled ..	4	6 0	13	20	154	10 4	1 1 1/2	25 6	1521	15 0	40 6
100		do ..	4	do	do	do	do	do	do	do	do	do	39 10
101		do ..	4	5 0	do	22	145	10 6	do	23 10	1649	16 0	39 10
102		do ..	4	do	do	do	do	do	do	do	do	do	38 7
103		do ..	4	do	do	do	do	do	do	22 15	1554	do	38 15
104		do ..	4	5 6	do	20	127	do	1 1 1/2	24 14	1649	15 0	39 14
105		do ..	4	do	do	do	132	do	do	22 7	1581	16 0	38 7
106		do ..	4	do	do	do	do	10 11	do	22 8	2025	do	38 8
107		do ..	4	5 0	do	22	do	10 6	do	do	1584	do	42 8
108		do ..	4	do	17	do	169	do	do	24 4	1702	18 4	42 8
109		do ..	4	do	14	20	131	10 5	do	22 7	do	16 0	38 7
110		do ..	4	5 6	15	do	132	do	do	do	1812	do	do
111		do ..	4	5 0	13	do	117	11 0	do	20 0	1321	13 5	33 5
112		do ..	4	4 8	14	22	129	10 6	1 1 1/2	22 12	1998	15 0	37 12
113		do ..	4	5 0	15	20	125	do	do	22 9	1606	16 0	38 7
114		do ..	4	do	16	22	150	10 5	do	24 4	1985	18 4	42 8
115		do ..	4	5 6	14	do	114	10 6	do	21 9	1602	14 6	35 15
116		do ..	4	5 0	15	do	129	11 0	do	23 10	1950	16 0	39 10
117		do ..	4	do	16	do	150	10 6	do	24 4	do	18 4	42 8
118		do ..	4	do	15	do	141	do	do	24 0	1841	14 11	38 11
119		do ..	4	do	15	do	do	10 7	do	do	do	do	do
120		do ..	4	5 6	do	do	149	10 6	1 1 1/2	23 8	1649	14 3	37 11
121		do ..	4	5 0	16	do	150	do	1 1 1/2	24 4	1775	18 4	42 8
122		do ..	4	6 0	14	do	125	11 0	do	22 0	1950	14 6	36 6
123		do ..	4	do	15	do	136	do	do	23 10	do	16 0	39 10
124		do ..	4	5 0	15	24	140	do	do	23 17	1772	do	39 17
125		do ..	4	5 0	do	do	do	do	do	do	1870	do	do
126		do ..	4	5 6	do	20	132	10 6	1 1 1/2	22 7	do	do	38 7
127		do ..	4	5 3	16	do	154	11 0	1 1 1/2	25 10	do	17 13	43 3
128		do ..	4	do	15	22	141	10 6	do	22 17	1950	15 13	38 10
129		do ..	4	do	do	do	do	do	do	do	do	do	do
130		do ..	4	6 0	14	do	125	11 0	do	21 19	do	14 6	38 5
131		do ..	4	6 0	do	do	do	do	do	do	do	do	do
132		do ..	4	5 6	do	20	do	10 6	do	21 0	1602	do	35 6
133		do ..	4	5 0	do	do	140	11 0	do	24 16	1772	18 4	43 0
134		do ..	4	5 6	17	do	do	do	do	do	do	do	do
135		do ..	4	do	16	do	134	do	do	25 18	1870	17 16	43 14
136		do ..	4	do	do	do	160	11 6	do	24 16	do	17 0	41 16
137		do ..	4	5 0	do	24	do	11 0	do	28 16	2045	17 10	46 6
138		do ..	4	do	do	20	150	10 10	do	26 0	1588	16 0	42 0
139		do ..	4	do	15	22	145	10 7	do	24 4	1959	17 16	do
140		do ..	4	do	16	do	150	do	do	do	1931	do	do
141		do ..	4	do	16	20	152	10 9	do	26 0	1683	16 0	do
142		do ..	4	5 6	17	do	156	11 0	do	27 0	do	do	43 0
143		do ..	4	5 0	16	do	152	10 9	do	26 0	do	do	42 0
144		do ..	4	do	do	22	154	11 0	do	29 16	1473	16 9	46 4
145		do ..	4	do	do	20	178	10 1	1 1 1/2	25 12	1676	18 7	43 11
146		do ..	4	do	do	do	do	do	do	do	do	do	do
147		do ..	4	do	do	do	154	10 4	1 1 1/2	25 6	1821	15 0	40 0
148		do ..	4	do	do	do	do	do	do	do	do	do	do
149		do ..	4	do	do	do	do	do	do	do	do	do	do
150		do ..	4	do	do	do	do	do	do	do	do	do	do
151		do ..	4	do	do	do	do	do	do	do	do	do	do

RUNK RAIL
d by this Com-

WAY OF CANADA.

No. 85.

pany, on the 31st December, 1860, and Miles ran by the engine, &c.—(Continued.)

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
ns.	gal's.	lbs. cwt	tons, cwt.					
6	1521	15 0	40 6	Manchester Works	Nov., 1856	30,228	96,488	In good order.
do	do	do	do	do	do	36,965	111,547	do
10	1649	16 0	39 10	Portland Company	Sept., 1848	24,031	224,302	do
do	do	do	do	do	Dec., 1848	6,097	177,777	do
15	1554	do	38 15	do	Feb., 1849	24,921	216,451	Working but req'g. repairs.
14	1649	15 0	39 14	do	May, 1849	12,591	163,202	In good order.
7	1581	16 0	38 7	do	Dec., 1849	17,789	184,871	do
8	2025	do	36 8	do	Feb., 1850	13,439	176,856	Undergoing heavy repairs.
do	1584	do	do	do	Jany., 1851	18,078	145,435	In good order.
4	1702	18 4	42 8	do	do	25,348	193,635	do
7	do	16 0	38 7	do	Dec., 1851	23,621	174,709	do
do	1812	do	do	do	Jany., 1852	10,520	151,244	do
0	1321	13 5	33 5	do	April, 1852	12,432	122,590	do
12	1998	15 0	37 12	do	June, 1852	18,823	129,817	do
9	1606	16 0	38 7	do	Nov., 1852	13,781	121,787	Undergoing heavy repairs.
4	1985	18 4	42 8	do	Jany., 1853	21,225	149,356	In good order.
9	1602	14 6	36 15	do	do	10,008	131,525	do
10	1950	16 0	39 10	do	April, 1853	19,501	135,973	do
4	do	18 4	42 8	do	do	20,546	172,638	do
0	1841	14 11	38 11	do	May, 1853	7,400	113,648	do
do	do	do	do	do	June, 1853	18,143	146,617	do
8	1649	14 3	37 11	do	do	14,970	127,428	do
4	1775	18 4	do	do	Sept., 1853	25,322	161,315	Wanting tyres turning up, and light repairs.
0	1950	14 6	42 8	do	Nov., 1853	13,902	106,749	In good order.
10	do	16 0	36 6	do	do	13,860	95,323	do
17	1772	do	39 10	do	do	13,860	95,323	do
do	1870	do	39 17	Boston Locomotive Works	Mar., 1854	25,227	140,937	do
7	do	do	do	do	do	26,444	154,518	do
10	do	17 13	38 7	Portland Company	Jany., 1854	20,803	111,397	do
17	1950	15 13	43 3	do	Mar., 1857	29,661	118,536	do
do	do	do	do	do	Mar., 1854	13,576	138,983	do
19	do	14 6	do	do	do	17,414	123,483	Requiring light repairs.
0	do	do	36 5	do	Feb., 1854	13,408	78,400	In good order.
16	do	do	do	do	Mar., 1854	12,961	89,827	Receiving a thoro' overhaul.
0	1602	do	35 6	do	June, 1854	13,504	109,246	Undergoing heavy repairs.
16	1772	18 4	43 0	Boston Locomotive Works	July, 1854	24,609	151,730	In good order.
do	do	do	do	do	do	22,816	139,297	do
18	1870	17 16	43 14	Portland Company	Mar., 1857	27,900	79,377	do
16	do	17 0	41 16	do	Aug., 1854	10,656	98,430	Undergoing light repairs.
16	2045	17 10	46 6	do	April, 1852	17,348	90,595	In good order.
0	1588	16 0	42 0	Good, Toronto	Sept. 1854	16,437	56,248	In fair order.
4	1959	17 16	do	Portland Company	Dec., 1851	10,948	76,618	do
0	1931	do	do	do	Augt. 1852	21,690	86,362	do
0	1583	16 0	do	Good, Toronto	Nov., 1856	18,435	38,855	In good order.
0	do	do	43 0	do	Mar., 1858	15,752	18,564	Requiring a thoro' overhaul.
0	do	do	42 0	do	Jany. 1857	6,264	27,818	In good order.
16	1473	16 9	46 5	Portland Company	Feb., 1859	26,896	49,638	do
12	1576	18 7	43 19	Peto & Co.	Dec., 1856	19,323	44,637	do
do	do	do	do	do	do	21,771	53,813	do
6	1521	15 0	40 6	Manchester Works	Nov., 1856	31,842	72,309	do
do	do	do	do	do	Dec., 1856	25,280	71,087	do
do	do	do	do	do	Nov., 1856	15,108	73,416	do
do	do	do	do	Amoskeag Works	Oct., 1856	11,239	62,620	do
do	do	do	do	do	Dec., 1856	13,670	61,944	do

GRAND TRUNK RAILWAY CO.

Number, description and condition of Locomotive Engines owned by this Company, on

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.				
				ft. in.	inches	inches		ft. in.	inches	tons.	gall'ns.	tns. ct.	tons. cwt.
152		Coupled	4	5 0	16	20	154	10 4	1 1/2	25 6	1821	15 0	40 6
153		do	4	do	do	do	do	do	do	do	do	do	do
154		do	4	do	do	do	do	do	do	do	do	do	do
155		do	4	do	do	do	do	do	do	do	do	do	do
156		do	4	do	do	do	do	do	do	do	do	do	do
157		do	4	do	do	do	do	do	do	do	do	do	do
158		do	4	do	do	do	do	do	do	do	do	do	do
159		do	4	do	do	do	do	do	do	do	do	do	do
160		do	4	do	do	do	do	do	do	do	do	do	do
161		do	4	do	do	do	do	do	do	do	do	do	do
162		do	4	6 0	do	do	do	do	do	do	do	do	do
163		do	4	5 0	do	do	do	do	do	do	do	do	do
164		do	4	do	do	do	do	do	do	do	do	do	do
165		do	4	do	do	do	do	11 0	do	25 10	1870	17 3	42 13
166		do	4	5 6	do	do	do	do	do	do	do	do	do
167		do	4	5 0	do	22	do	do	do	29 16	1473	16 9	46 5
168		do	4	5 6	15	21	160	do	do	do	do	do	do
169		do	4	do	do	do	do	do	do	do	do	do	do
170		do	4	do	do	do	do	do	do	do	do	do	do
171		do	4	4 8	16	22	158	10 10	do	24 2	1292	14 10	38 12
172		do	4	do	do	do	do	do	do	do	do	do	do
173		do	4	5 6	do	20	do	do	do	do	do	do	do
174		do	4	do	do	do	do	do	do	do	do	do	do
175		do	4	5 0	do	24	194	10 11	1 1/2	28 7	1742	19 8	47 15
176		do	4	do	do	do	do	do	do	do	do	do	do
177		do	4	do	do	do	do	do	do	do	do	do	do
178		do	4	do	do	do	do	do	do	do	do	do	do
179		do	4	do	do	do	do	do	do	do	do	do	do
180		do	4	do	do	do	do	do	do	do	do	do	do
181		do	4	do	do	do	do	do	do	do	do	do	do
182		do	4	do	do	do	do	do	do	do	do	do	do
183		do	4	do	do	do	do	do	do	do	do	do	do
184		do	4	do	do	22	158	10 10	1 1/2	24 2	1292	14 10	38 12
185		do	4	do	do	do	do	do	do	do	do	do	do
186		do	4	do	do	20	152	10 9	do	26 0	1583	16 0	42 0
187		do	4	do	do	do	178	10 1	1 1/2	25 12	1876	18 7	43 19
188		do	4	do	do	do	do	do	do	do	do	do	do
189		do	4	do	do	do	do	do	do	do	do	do	do
190		do	4	do	do	do	do	do	do	do	do	do	do
191		do	4	do	17	22	200	do	do	26 16	do	do	45 3
192		do	4	do	do	do	do	do	do	do	do	do	do
193		do	4	do	do	do	do	do	do	do	do	do	do
194		do	4	do	do	do	do	do	do	do	do	do	do
195		do	4	5 6	15	21	160	11 0	1 1/2	29 16	1473	16 9	46 5
196		do	4	do	do	do	do	do	do	do	do	do	do
197		do	4	do	15 1/2	do	do	do	do	do	do	do	do
198		do	4	do	do	do	do	do	do	do	do	do	do
199		do	4	do	do	do	do	do	do	do	do	do	do
200		do	4	do	do	do	do	do	do	do	do	do	do
201		do	4	5 0	do	do	do	do	do	do	1310	do	do
202		do	4	do	do	do	do	do	do	do	do	do	do

TRUNK RAIL

WAY OF CANADA.

No. 85.

ed by this Com
pany, on the 31st December, 1860, and Miles run by the same, &c.—(Concluded.)

Weight of Engine tons.	Water capacity of Tender. gall'ns.	Weight of Tender with Wood and Water. tons. ct.	Total weight of Engine and Ten- der with Wood and Water. tons. cwt.	WHERE BUILT OR BUILDER'S NAME.	When first put in use	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
25 6	1321	15 0	40 6	Amoskeag Company.	Dec., 1856.	22,492	79,548	In good order.
do	do	do	do	do	Nov., 1856.	13,501	62,913	do
do	do	do	do	do	Dec., 1856.	23,995	80,948	Undergoing heavy repair.
do	do	do	do	do	Oct., 1856.	14,771	64,888	In good order.
do	do	do	do	do	Jan., 1857.	18,048	74,161	do
do	do	do	do	do	Dec., 1856.	28,410	85,916	do
do	do	do	do	do	do	14,095	65,256	do
do	do	do	do	do	Jan., 1857.	7,071	52,459	Undergoing thoro' overhaul.
do	do	do	do	do	Nov., 1856.	25,440	91,308	In good order.
do	do	do	do	do	do	26,982	77,856	do
do	do	do	do	do	do	31,594	80,918	Requiring new driv. wheel.
do	do	do	do	do	Oct., 1856.	11,896	59,149	In good order.
do	do	do	do	do	do	14,536	67,263	do
25 10	1870	17 3	42 13	Portland Company	Mar., 1857.	26,050	72,984	Undergoing thoro' overhaul.
do	do	do	do	do	May, 1857.	9,821	61,554	In good order.
29 16	1473	16 9	46 5	do	Mar., 1858.	27,129	48,246	do
do	do	do	do	Hamilton Loco. Works	April, 1857.	15,852	62,268	Having new driving wheel and new tyres.
do	do	do	do	do	do	15,009	62,442	In fair order.
do	do	do	do	do	do	8,286	47,197	In good order.
24 2	1292	14 10	38 12	Kingston Loco. Works	do	13,623	49,771	do
do	do	do	do	do	do	14,965	53,073	do
do	do	do	do	do	do	15,718	45,123	do
do	do	do	do	do	do	16,246	53,565	do
28 7	1742	19 8	47 15	Amoskeag Company.	Dec., 1857.	20,256	47,125	In fair order.
do	do	do	do	do	Feb., 1858.	21,984	50,080	In good order.
do	do	do	do	do	April, 1858.	28,206	51,221	do
do	do	do	do	do	June, 1858.	23,154	48,159	do
do	do	do	do	do	Aug., 1858.	16,745	42,068	do
do	do	do	do	do	do	22,963	41,822	do
do	do	do	do	do	Nov., 1859.	23,634	26,626	Requiring tyres turning up.
do	do	do	do	do	Dec., 1859.	22,400	23,026	In good order.
do	do	do	do	do	do	24,348	24,348	do
24 2	1292	14 10	38 12	do	Nov., 1859.	29,905	28,415	do
do	do	do	do	do	do	26,376	26,376	Requiring light repairs.
26 0	1583	16 0	42 0	Good, Toronto.	do	3,721	3,721	In good order.
25 12	1576	18 7	43 19	Peto & Company.	Nov., 1857.	22,633	58,088	do
do	do	do	do	do	do	24,015	70,234	do
do	do	do	do	do	do	17,847	47,316	do
do	do	do	do	do	do	16,970	57,450	do
26 16	do	do	45 3	do	Dec., 1857.	16,472	59,010	Requiring tyres turning up and light repairs.
do	do	do	do	do	do	12,019	43,973	In good order.
do	do	do	do	do	do	20,883	62,981	do
do	do	do	do	do	do	19,188	45,675	do
29 16	1473	16 9	46 5	Hamilton Loco. Works	Nov., 1857.	11,329	51,547	do
do	do	do	do	do	do	15,679	60,766	Broken crank axle.
do	do	do	do	do	Mar., 1858.	30,486	61,910	Having new crank axles.
do	do	do	do	do	do	17,517	59,760	In good order.
do	do	do	do	do	May, 1858.	18,759	58,735	Undergoing heavy repairs.
do	do	do	do	do	July, 1858.	21,206	60,936	In good order.
do	1310	do	do	do	do	29,231	42,811	do
do	do	do	do	do	Sept., 1858.	25,243	38,758	Undergoing light repairs.

GRAND TRUNK RAIL

Number, description and condition of Locomotive Engines owned by this Com.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.
No.	NAME.		Number	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.			
203	.....	Coupled ..	4	ft. in. 4 8	inches 16	inches 22	158	ft. in. 10 10	inches 14 3	tns. ct. 24 2	gall'ns. 1,310	tns. ct. 14 10
204	.....	do ..	4	do	do	do	do	do	do	do	do	do
205	.....	do ..	4	5 0	do	24	do	do	do	do	do	do
206	.....	do ..	4	do	do	do	do	do	do	do	do	do
207	.....	do ..	4	5 6	do	20	do	do	do	do	do	do
208	.....	do ..	4	do	do	do	do	do	do	do	do	do
209	.....	do ..	4	5 0	do	24	150	11 5	14 3	29 0	1,800	19 10
210	.....	do ..	4	do	do	20	154	11 0	14 3	do	1,600	16 9
211	.....	do ..	4	do	do	do	do	do	do	do	do	do
212	.....	do ..	4	5 6	15	21	160	do	do	29 16	1,473	do
	Troubadour, compl.		4	5 8	do	20	118	11 5	2	23 5	1,450	14 3
	Corsair do		4	5 0	do	do	do	do	do	do	do	do
	Arab ..	do	4	do	do	do	do	do	do	do	do	do
	Cossack do	do	4	do	do	do	do	do	do	do	do	do
	Taitar ..	do	4	do	do	do	do	do	do	do	do	do

WA
pany

Total weight of
Engine and Ten-
der with Wood
and Water.

tons

38

48

43

46

37

TRUNK RAIL

owned by this Com.

WAY OF CANADA.**No. 85.**

pany, on the 31st Dec., 1860, and Miles run by the same, &c.—(Concluded.)

Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT on BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
ms. ct.	gall'ns.	tns. ct.	tons cwt.					
24 2	1,310	14 10	38 12	Kingston Loco. Works.....	Dec., 1857	21,046	44,884	In good order.
do	do	do	do	do	Mar., 1858	24,379	55,900	Undergoing thoro' overhaul.
do	do	do	do	do	Jany., 1859	21,448	29,337	Having new crank pins.
do	do	do	do	do	do	14,541	32,584	Requiring new cylinder.
do	do	do	do	do	do	19,772	35,434	In good order.
do	do	do	do	do	do	26,220	43,707	do
29 0	1,800	19 10	48 10	Grand Trunk Co.	May, 1859	22,758	32,932	do
do	1,600	16 9	43 9	Portland Co.	Feb., 1860	14,953	14,953	do
do	do	do	do	do	July, 1860	7,141	7,141	do
29 16	1,473	do	46 5	Hamilton Loco. Works	May, 1860	18,486	18,486	do
23 5	1,450	14 3	37 8	Manchester Loco. Works..	Dec., 1860	26,164	30,256	These five engines were hired from the Chicago, Burlington and Quincy Railway Company and became the property of this Company in July last, they are all in fair order except the "Arab" which requires thorough repair.
do	do	do	do	do	do	22,076	24,671	
do	do	do	do	do	do	26,862	29,800	
do	do	do	do	do	do	22,736	24,077	
do	do	do	do	do	do	25,239	27,438	
						44,968	.....	Run by engines belonging to and hired from the Michigan Central Railway Co.

(Signed)

W. MACKENZIE.

GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average Weight in Pounds.	In good repair.	Waiting for and requiring repairs.	Total Number.
First Class Passenger Cars, 16 Wheels.....	32,000	1	....	1
do do 8 Wheels.....	28,500	74	15	89
Second Class Passenger Cars, 8 Wheels.....	24,300	41	8	49
Composite.....	25,000	2	....	2
Baggage, Mail, and Express, 8 Wheels.....	27,800	52	4	56
do do do 12 Wheels.....	30,000	2	....	2
Box, Freight, and Cattle, 8 Wheels.....	17,000	1611	86	1697
Platform Cars, 8 Wheels.....	14,000	968	111	1079
Gravel Cars, 8 Wheels.....	10,600	101	32	133
do 4 do	6,000	....	....	....
Hand Cars.....	....	....	....	....
Snow Ploughs—Large.....	17,300	32	1	34

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Detroit, Port Huron, Sarnia, St. Mary's, London, Queen's wharf, Toronto, Cobourg, Belleville, Kingston, Brockville, Cornwall, Point Charles, Richmond, Hadlow Cove, R. de Loup, Sherbrooke, Island Pond, Gorham and Portland.

(Signed)

W. J. MACKENZIE.

J. G. VANSITTART, Esq.,

Secretary R. Commissioners.

WAY
pany,Total weight of
Engine and Ten-
der with Woodtons cv
38 1
do
do
do
do
48 1
43
do
46
37
do
do
do

No. 85.

WAY OF CANADA.

No. 85.

pany, on the 31st Dec., 1860, and Miles run by the same, &c.—(Concluded.)

A.

owned by this

Waiting for and
requiring repairs.

Total Number.

.....	1
15	89
8	49
.....	2
4	56
.....	2
86	1697
111	1079
32	133
.....	
1	34

Running Gear

harf, Toronto,
es, Richmond,
Portland.

CKENZIE.

Total weight of Engine and Ten- der with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
tons cwt.					
38 12	Kingston Loco. Works.....	Dec., 1857	21,046	44,854	In good order.
do	do	Mar., 1858	24,379	55,900	Undergoing thoro' overhaul.
do	do	Jan., 1859	21,448	29,337	Having new crank pins.
do	do	do	14,541	32,584	Requiring new cylinder.
do	do	do	19,772	35,434	In good order.
do	do	do	26,220	43,707	do
48 10	Grand Trunk Co.	May, 1859	22,758	32,932	do
43 9	Portland Co.	Feb., 1860	14,953	14,953	do
do	do	July, 1860	7,141	7,141	do
46 5	Hamilton Loco. Works	May, 1860	18,486	18,486	do
37 8	Manchester Loco. Works..	Dec., 1860	26,164	30,256	These five engines were hired from the Chicago, Burlington and Quincy Railway Company and became the property of this Company in July last, they are all in fair order except the "Arab" which requires thorough repair. Run by engines belonging to and hired from the Michi- gan Central Railway Co.
do	do ..	do	22,076	24,671	
do	do ..	do	26,862	29,800	
do	do ..	do	22,736	24,077	
do	do ..	do	25,239	27,438	
			44,968	.....	

(Signed)

W. MACKENZIE.

GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average Weight in Pounds.	In good repair.	Waiting for and requiring repairs.	Total Number.
First Class Passenger Cars, 16 Wheels,.....	32,000	1	....	1
do do 8 Wheels.....	28,500	74	15	89
Second Class Passenger Cars, 8 Wheels.....	24,300	41	8	49
Composite.....	25,000	2	....	2
Baggage, Mail, and Express, 8 Wheels.....	27,800	52	4	56
do do do 12 Wheels.....	30,000	2	....	2
Box, Freight, and Cattle, 8 Wheels.....	17,000	1611	86	1697
Platform Cars, 8 Wheels.....	14,000	968	111	1079
Gravel Cars, 8 Wheels.....	10,600	101	32	133
do 4 do	6,000			
Hand Cars.....	....	....	....	....
Snow Ploughs—Large,.....	17,300	33	1	34

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :—

Detroit, Port Huron, Sarnia, St. Mary's, London, Queen's wharf, Toronto, Cobourg, Belleville, Kingston, Brockville, Cornwall, Point Charles, Richmond, Hadlow Cove, R. de Loup, Sherbrooke, Island Pond, Gorham and Portland.

(Signed)

W. J. MACKENZIE.

J. G. VANSITTART, Esq.,

Secretary R. Commissioners.

A.

owned by this

Waiting for and requiring repairs.	Total Number.
....	1
15	89
8	49
....	2
4	56
....	2
86	1697
111	1079
32	133
....	
1	34

Running Gear

Wharf, Toronto,
Les, Richmond,
d Portland.

ACKENZIE.

No. 86.

NORTHERN RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

ENGINES.	No.	NAME.	Driving Wheels.		Flues.		Weight of Engine.		Water capacity of Tender.		Total weight of Engine and Tender.		W. L. RE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Weight of Engine.	Weight of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender.					
1 Lady Elgin.....	4	Inside	4	5	20	132	10 1/2	13	24	1845	17 1/2	42	Portland Manufacturing Co.		7,385		Fair order.
2 Toronto.....	4	Outside	4	4 1/2	16	22	15 1/2	11	23	1845	20 1/2	50 1/2	J. Good, Toronto, C. W.		20,900		Wants repairs.
3 Josephine.....	4	Inside	4	6	17	20	16 1/2	11	23	1845	19 1/2	48 1/2	New Jersey Loco. works.		20,900		Fair order.
4 Huron.....	4	do	4	5	17	20	17 1/2	10 1/2	23	1625	18 1/2	47 1/2	do		24,640		Good order.
5 Ontario.....	4	do	4	5	17	20	16 1/2	10 1/2	23	1650	19 1/2	47 1/2	do		25,805		Wants repairs.
6 Simcoe.....	4	Outside	4	4 1/2	16	22	14 1/2	12	32	1600	18	50 1/2	J. Good, Toronto, C. W.		16,902		do
7 Collingwood.....	4	do	4	5	17	20	19 1/2	11	24	1600	19	47 1/2	New Jersey Loco. works.		22,356		Good order.
8 Seymour.....	4	do	4	5	17	20	17 1/2	11	24	1600	19	47 1/2	do		19,110		In shop for repairs.
9 Hercules.....	6	do	6	4 1/2	18	20	14 1/2	13 1/2	33	1585	18 1/2	51 1/2	J. Good, Toronto, C. W.		20,524		Good order.
10 Sampson.....	6	Outside	6	4 1/2	18	20	15 1/2	13 1/2	33	1900	20 1/2	54	do		9,763		do
11.....	6	do	6	4 1/2	16	20	16 1/2	10	29	1778	20 1/2	50	do		9,426		In shop for repairs.
12.....	4	Inside	4	5 1/2	17	20	15 1/2	10 1/2	31	2216	22 1/2	53 1/2	do		6,520		In good order.
13 Geo. Beatty.....	4	do	4	5 1/2	18	20	18 1/2	10 1/2	29	2225	22 1/2	52 1/2	New Jersey Loco. works.		2,087		In shop for repairs.
14.....	4	do	4	5 1/2	17	20	15 1/2	11	30 1/2	1730	21	61 1/2	do		25,523		Wants repairs.
15.....	4	do	4	5 1/2	17	20	15 1/2	11	30 1/2	1750	20	49 1/2	J. Good, Toronto, C. W.		14,435		do
16 J. C. Morrison.....	4	do	4	5 1/2	17	20	15 1/2	11	29	2220	22 1/2	53 1/2	do		26,239		Good order.
17 Cumberland.....	4	do	4	5 1/2	18	20	17 1/2	10 1/2	29 1/2	2225	22 1/2	52 1/2	do		27,630		Good order.
															300,239		

(Signed)

J. TILLINGHAST, Superintendent Motive Power.

(Signed)

AND LAKE

HURON RAILWAY.

No. 87.

by this Com-

pany, on the 31st December, 1860, and miles run by the same up to that date.

Weight of Engine.		Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT. OR BUILDER'S NAME,	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
tons.	gallons							
23	1100	17 $\frac{1}{2}$	43 $\frac{1}{2}$	Schenectady, U. S.	1856	10,131	81,178	Good running order.
do	1:50	17 $\frac{1}{2}$	42	do	do	22,639	104,793	do
do	1500	16 $\frac{1}{2}$	41 $\frac{1}{2}$	do	do	23,846	99,912	do
do	do	17 $\frac{1}{2}$	42 $\frac{1}{2}$	do	do	505	83,944	Under repairs.
20	1400	do	39 $\frac{1}{2}$	Springfield, U. S.	1857	22,332	50,293	do
do	1500	do	do	do	1858	21,207	81,314	Running order.
do	1400	17 $\frac{1}{2}$	38 $\frac{1}{2}$	do	1856	20,171	48,488	Good do
23	1500	do	42 $\frac{1}{2}$	Toronto, C. W.	1857	.....	14,564	Under repairs.
25 $\frac{1}{2}$	do	do	45	Springfield, U. S.	1856	.....	69,574	do
23 $\frac{1}{2}$	do	16 $\frac{1}{2}$	43	do	do	5,564	44,991	First class condition.
24 $\frac{1}{2}$	do	17 $\frac{1}{2}$	45	Schenectady, U. S.	do	16,952	106,827	do
do	do	do	do	do	do	9,632	71,428	do
do	do	do	do	do	do	4,053	75,216	do
do	do	do	do	do	do	13,395	88,786	do
do	do	do	do	do	1857	556	89,912	Under repairs.
do	do	do	do	do	do	14,414	85,995	First class condition.
do	do	do	do	do	do	17,845	85,246	do
do	do	do	do	do	do	27,368	35,122	do
do	do	do	do	do	do	31,697	94,355	do
do	do	do	do	do	do	19,680	99,684	Under repairs.
do	do	do	do	do	do	8,163	87,573	First class condition.
do	do	do	do	do	do	24,336	91,397	Under repairs.
do	do	do	do	do	do	20,439	59,935	Good running order.
do	do	do	do	do	do	13,643	85,307	do
do	do	do	do	do	1858	14,087	16,815	do
do	do	do	do	do	do	31,939	38,683	do
18 $\frac{1}{2}$	1000	10	29 $\frac{1}{2}$	Boston, U. S.	1857	14,850	42,730	do
do	do	do	do	do	do	16,468	60,020	do

W. MACLEAN, *Secretary,**Buffalo and L. H. R. Company.*

BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels.					
First Class passenger Cars, 8 Wheels ..	25,600	12	4	2	18
Second Class Passenger Cars, 8 Wheels.	19,000	6			6
Emigrant Cars, 8 Wheels					
Baggage, Mail and Express, 8 Wheels.	21,210	12			12
Box Freight and Cattle, 8 Wheels.....	17,500	214	4		218
Platform Cars, 8 Wheels.....	10,000	93		3	96
Gravel Cars, 8 Wheels.....	10,500	12	4	8	24
Gravel Cars, 4 Wheels	4,000	44	10	20	74
Hand Cars.....	400	6			6
Snow Ploughs—Large.....					

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Fort Erie, Dunnville, Brantford, Paris, Stratford, Goderich.

(Signed,)

W. MACLEAN,

Secretary.

No. 87.

ed by this

repairs.	Total Number.
2	18
...	6
...	12
...	218
3	96
8	24
20	74
...	6

d Running

h.

EAN,

Secretary.

No. 88.

LONDON AND PORT STANLEY RAILWAY.

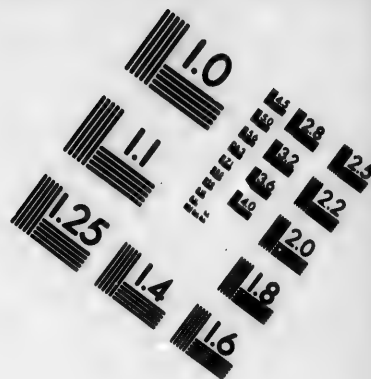
Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860,
and miles run by the same up to that date.

ENGINES.	NAME.	Connections.		Driving Wheels.		Flues.			Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT on BUILDERS NAME.		When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	Outside.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	tons.	gals.	tons.	gals.	tons.	gals.	Schenectady, N. Y.	Schenectady, N. Y.	1856	10,700	41,880	Good.		
1	St. Lawrence...	4	do	51	15	150	11	11	38	2000	21	2000	21	21	59	59	Schenectady, N. Y.	1856	30,960	90,380	Good.	
2	M. Anderson...	4	do	51	15	150	11	11	38	2000	21	2000	21	21	59	59	Schenectady, N. Y.	1856	30,960	90,380	Good.	

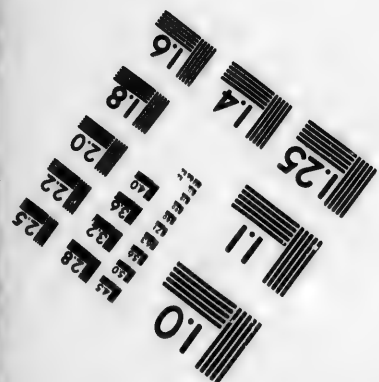
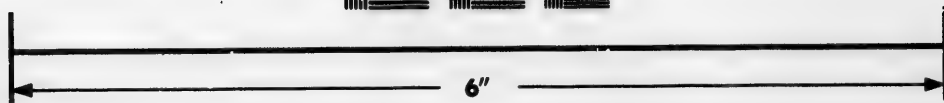
(Signed,)

OWMAN,
Superintendent L. & P. S. Railway





A resolution test chart featuring various patterns of horizontal and vertical lines. The patterns are arranged in a grid-like fashion, with some patterns being larger and more prominent than others. Numerical values are placed next to the patterns, indicating the resolution or frequency of the lines. The values include 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.2, 3.6, 4.0, 4.5, 5.0, 5.6, 6.3, 7.1, 8.0, 9.0, 10.0, 11.2, 12.5, 14.0, 16.0, 18.0, 20.0, 22.0, 25.0, 28.0, 32.0, 36.0, 40.0, 45.0, 50.0, 56.0, 63.0, 71.0, 80.0, 90.0, 100.0, 112.0, 125.0, 140.0, 160.0, 180.0, 200.0, 220.0, 250.0, 280.0, 320.0, 360.0, 400.0, 450.0, 500.0, 560.0, 630.0, 710.0, 800.0, 900.0, 1000.0, 1120.0, 1250.0, 1400.0, 1600.0, 1800.0, 2000.0, 2200.0, 2500.0, 2800.0, 3200.0, 3600.0, 4000.0, 4500.0, 5000.0, 5600.0, 6300.0, 7100.0, 8000.0, 9000.0, 10000.0, 11200.0, 12500.0, 14000.0, 16000.0, 18000.0, 20000.0, 22000.0, 25000.0, 28000.0, 32000.0, 36000.0, 40000.0, 45000.0, 50000.0, 56000.0, 63000.0, 71000.0, 80000.0, 90000.0, 100000.0, 112000.0, 125000.0, 140000.0, 160000.0, 180000.0, 200000.0, 220000.0, 250000.0, 280000.0, 320000.0, 360000.0, 400000.0, 450000.0, 500000.0, 560000.0, 630000.0, 710000.0, 800000.0, 900000.0, 1000000.0, 1120000.0, 1250000.0, 1400000.0, 1600000.0, 1800000.0, 2000000.0, 2200000.0, 2500000.0, 2800000.0, 3200000.0, 3600000.0, 4000000.0, 4500000.0, 5000000.0, 5600000.0, 6300000.0, 7100000.0, 8000000.0, 9000000.0, 10000000.0, 11200000.0, 12500000.0, 14000000.0, 16000000.0, 18000000.0, 20000000.0, 22000000.0, 25000000.0, 28000000.0, 32000000.0, 36000000.0, 40000000.0, 45000000.0, 50000000.0, 56000000.0, 63000000.0, 71000000.0, 80000000.0, 90000000.0, 100000000.0, 112000000.0, 125000000.0, 140000000.0, 160000000.0, 180000000.0, 200000000.0, 220000000.0, 250000000.0, 280000000.0, 320000000.0, 360000000.0, 400000000.0, 450000000.0, 500000000.0, 560000000.0, 630000000.0, 710000000.0, 800000000.0, 900000000.0, 1000000000.0, 1120000000.0, 1250000000.0, 1400000000.0, 1600000000.0, 1800000000.0, 2000000000.0, 2200000000.0, 2500000000.0, 2800000000.0, 3200000000.0, 3600000000.0, 4000000000.0, 4500000000.0, 5000000000.0, 5600000000.0, 6300000000.0, 7100000000.0, 8000000000.0, 9000000000.0, 10000000000.0, 11200000000.0, 12500000000.0, 14000000000.0, 16000000000.0, 18000000000.0, 20000000000.0, 22000000000.0, 25000000000.0, 28000000000.0, 32000000000.0, 36000000000.0, 40000000000.0, 45000000000.0, 50000000000.0, 56000000000.0, 63000000000.0, 71000000000.0, 80000000000.0, 90000000000.0, 100000000000.0, 112000000000.0, 125000000000.0, 140000000000.0, 160000000000.0, 180000000000.0, 200000000000.0, 220000000000.0, 250000000000.0, 280000000000.0, 320000000000.0, 360000000000.0, 400000000000.0, 450000000000.0, 500000000000.0, 560000000000.0, 630000000000.0, 710000000000.0, 800000000000.0, 900000000000.0, 1000000000000.0, 1120000000000.0, 1250000000000.0, 1400000000000.0, 1600000000000.0, 1800000000000.0, 2000000000000.0, 2200000000000.0, 2500000000000.0, 2800000000000.0, 3200000000000.0, 3600000000000.0, 4000000000000.0, 4500000000000.0, 5000000000000.0, 5600000000000.0, 6300000000000.0, 7100000000000.0, 8000000000000.0, 9000000000000.0, 10000000000000.0, 11200000000000.0, 12500000000000.0, 14000000000000.0, 16000000000000.0, 18000000000000.0, 20000000000000.0, 22000000000000.0, 25000000000000.0, 28000000000000.0, 32000000000000.0, 36000000000000.0, 40000000000000.0, 45000000000000.0, 50000000000000.0, 56000000000000.0, 63000000000000.0, 71000000000000.0, 80000000000000.0, 90000000000000.0, 100000000000000.0, 112000000000000.0, 125000000000000.0, 140000000000000.0, 160000000000000.0, 180000000000000.0, 200000000000000.0, 220000000000000.0, 250000000000000.0, 280000000000000.0, 320000000000000.0, 360000000000000.0, 400000000000000.0, 450000000000000.0, 500000000000000.0, 560000000000000.0, 630000000000000.0, 710000000000000.0, 800000000000000.0, 900000000000000.0, 1000000000000000.0, 1120000000000000.0, 1250000000000000.0, 1400000000000000.0, 1600000000000000.0, 1800000000000000.0, 2000000000000000.0, 2200000000000000.0, 2500000000000000.0, 2800000000000000.0, 3200000000000000.0, 3600000000000000.0, 4000000000000000.0, 4500000000000000.0, 5000000000000000.0, 5600000000000000.0, 6300000000000000.0, 7100000000000000.0, 8000000000000000.0, 9000000000000000.0, 10000000000000000.0,



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

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LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars with 8 Wheels	28,000	2	.....	.....	2
Baggage, Mail and Express, 8 Wheels...	19,500	2	.....	.....	2
Box Freight and Cattle, 8 Wheels	18,500	22	6	.....	28
Platform Cars, 8 Wheels	14,000	14	2	4	20
Hand Cars .....	.....	6	.....	.....	6

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :—

London and Port Stanley.

(Signed)

W. BOWMAN,

Superintendent L. & P. S. Railway.

No. 88.

Y.
ned by this

	Total Number.
...	2
...	28
4	20
...	9

and Running

P. S. Railway.

No. 89.

WELLAND RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860,
and Miles run by the same up to that date.

No.	ENGINES.	NAME.	Connections.		Driving Wheels.		Cylinders.		Flues.		Length.		Inside Diameter.		Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
			Number.	Diameter.	Diameter.	Stroke.	Number.	ft.	in.	ton.	gals.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.					
1	Grantham.....	.....	4	4	7 12	19	118	9	10	14	14	13	600	5	18	5	18	Schenectady Loco. Works...	1856	17,786	45,326	Good running order.					
2	Chippewa.....	.....	4	5	14 1	20	108	10	7	14	14	16	800	8	24	8	24	Boston Locomotive Works..	1858	17,090	34,250	do					
3	Ontario.....	.....	4	5	16	22	150	11	14	14	24	1,000	9	33	9	33	do	1858	19,713	50,618	Undergoing gen. rep.						
4	Amazon.....	.....	4	5 1	15 1	24	162	11	3	14	14	26	1,000	9	35	9	35	D. C. Gunn, Hamilton, C. W.	1859	23,825	29,056	Good running order.					

(Signed)

HIRAM SLATE,

Secretary W. R. Company.

WELLAND RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels..	.....	....	....	....	2
First Class Passenger Cars, 8 Wheels ..	18,000	1	1	....	
Second Class Passenger Cars, 8 Wheels..	....	....	....	....	
Emigrant Cars, 8 Wheels.....	....	....	....	....	1
Baggage, Mail and Express, 8 Wheels...	18,000	....	1	....	75
For, Freight and Cattle, 8 Wheels.....	18,000	60	15	....	11
Platform Cars, 8 Wheels.....	16,000	7	3	1	
Gravel Cars, 8 Wheels.....	....	....	....	....	
Gravel Cars, 4 Wheels.....	....	....	....	....	
Hand Cars.....	400	5	1	....	6
Snow Plough—Large.....	....	....	....	....	
Grain Cars, 4 Wheels.....	7,785	50	....	....	50

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Port Dalhousie.

(Signed)

HIRAM SLATE,

Sec. W. R. Company.

No. 99.

owned by this

Requiring heavy repairs.	Total Number.
.....	2
.....	1
.....	75
.....	11
.....	6
.....	90

and Running
sie.ATE,
W. R. Company.

No. 90.

ERIE AND ONTARIO RAILWAY.

*Number, description and condition of Locomotive Engines used by this Company, on the 31st December, 1880,
and Miles run by the same up to that date.*

ENGINES.	NAME.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1880.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	Diameter.	Diameter.	Stroke.	Length.	Inside Diameter.									
No.																
1-Niagara.....		2	54	18	20	114	14	30	1600	20	50	Manchester, N. H., Amoskeag Company Builders.	1854	11,220	Not known.	Thoroughly repaired and in good condition.

*The Engine above mentioned is used under a lease and is not the property of the Company.

(Signed)

J. C. COLTOR,
Leasee.

ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight Repairs.	Requiring heavy Repairs.	Total Number.
First Class Passenger Cars, with 12 Wheels		2	2		4
do do 8 do					
Second Class Passenger Cars, 8 Wheels					
Emigrant Cars, 8 Wheels					
Baggage, Mail, and Express, 8 Wheels		1			1
Box, Freight and Cattle, 8 Wheels		1			1
Platform Cars, 8 Wheels		6	2		8
Gravel Cars, 4 Wheels			5	5	10
Hand Cars		2			2
Snow Ploughs—Large					

The cars in every train on this Railway have their Wheels and running Gear examined every trip, at the following Stations:—Niagara and Chippewa.

The Cars are leased. The Company owns no Cars.

J. G. VANSITTART, Esq.,
Secretary R'y Committee.

(Signed)

J. C. COLTOR,
Lessee.

No. 90.

owned by this

Requiring heavy Repairs.	Total Number.
.....	4
.....	1
.....	1
.....	8
5	10
.....	2

running Gear
ppewa.C. COLTOR,
Lessee.

No. 91.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and
 * Miles run by the same up to that date.

ENGINES.	Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.		WHERE BUILT OR BUILDER'S NAME.		When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Weight of Engine and Tender.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.			
1 Hope	Outside ..	6	4 1/2	16	22	143	12 1/2	13	1,000	1,000	15 1/2	43	1856	57,762	In good order.
2 Lindsay	do ..	6	4 1/2	16	22	143	12 1/2	13	1,000	1,000	15 1/2	43	1856	63,789	do
3 Clifton	Inside ..	4	5	15	20	154	10 1/2	11	1,400	1,400	12	36	1856	6,170	do
4 Havelock	do ..	4	5	16	22	158	11	11	1,600	1,600	16	42 1/2	June, '58	49,160	do

(Signed)

A. T. WILLIAMS,
Superintendent.

No. 91.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 8 Wheels....	24,000	1	1	.....	3
Baggage, Mail, and Express, 8 Wheels..	20,000	2	.....	.....	2
Box Freight and Cattle, 8 Wheels.....	16,150	15	.....	.....	15
Platform Cars, 8 Wheels	14,400	42	1	5	48
Gravel Cars, 4 Wheels.....	10,150	15	5	5	25
Hand Cars .....	.....	10	.....	.....	10

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :—Port Hope and Lindsay.

A. T. WILLIAMS,
Superintendent P. H., L. and B. Ry

PETERBORO BRANCH, PORT HOPE, LINDSAY AND BEAVERTON RAILWAY. No. 91.
Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles

No. 91.

RAILWAY.

owned by this

Requiring heavy repairs.	Total Number.
.....	3
.....	2
.....	15
.....	48
.....	25
.....	10

ols and Running
e and Lindsay.VILLIAMS,
H., L. and B. Ry

PETERBORO' BRANCH, FORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

No. 91.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by same up to that date.

ENGINES.	Driving Wheels.		Cylinders.		Fues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME	When first put in use.	Miles run during the year '60.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
No.	Connections.	4	feet.	inches	inches	Stroke.	Number.	Length.	in.	tons.	gal.	tons.	1857	20,980	42,460	In good working order.
1	Queen	4	8	16	22		158	11	3	1500	15	40	Kingston, C.W., F. Tutton.			

F. FERGUSON,
Manager.
B. R. KIMBALL,
Superintendent.

No. 91.

**PETERBORO' BRANCH, PORT HOPE, LINDSAY AND
BEAVERTON RAILWAY.**

ROLLING STOCK.

*Number and Condition of Passenger, Freight and other Cars owned by this
Company, on the 31st December, 1880.*

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Total number.
First Class Passenger Cars with 8 Wheels	24,000	1	1
Baggage, Mail, and Express, 8 Wheels	20,000	1	1
Box, Freight and Cattle, 8 Wheels	16,000	6	6
Platform Cars, 8 Wheels	12,000	10	10
Hand Cars		1	1

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station :—

Say at Port Hope on leaving.

F. FERGUSON,
Manager.

B. R. KIMBALL,
Superin't.

No. 92.

COBOURG AND PETERBORO' RAILWAY.

No. 91.

AND

owned by this

In good repair.	Total number.
1	1
1	1
6	6
10	10
1	1

and Running

USON,
Manager.MBALL,
Superin't.

No. 92.

COBOURG AND PETERBORO' RAILWAY.

*Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860,
and miles run by the same up to that date.*

ENGINES.		Connections		Driving Wheels.		Cylinders.		Flues.		Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT OR BUILDER'S NAME.		When first put in use.		Total miles run since first put on Road.		GENERAL CONDITIONS AND REMARKS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
No.		Inside ..	do	Outside ..	do	Number.	Diameter.	ft. in.	Diameter.	in.	Stroke.	Number.	Length.	ft. in.	Inside Diameter.	tons.	gal'ns.	lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

No.

COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, with 12 Wheels					None.
do do 8 do			1	.....	1
Second Class Passenger Cars, 8 Wheels..					None.
Emigrant Cars, 8 Wheels.....					None.
Baggage, Mail and Express, 8 Wheels...			1	.....	1
Box, Freight and Cattle, 8 Wheels.....			8	.....	8
Platform Cars, 8 Wheels.....			30	26	56
Gravel Cars, 8 Wheels.....					None.
do 4 Wheels.....		12	2	3	17
Hand Cars.....		4	.....	.....	4
Snow Ploughs, large.....					

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station :—Cobourg.

G. M. GOODEVE,
Secretary.

J. G. VANSITTART, Esq.,
Secretary Railway Commissioners.

No. 92.

ed by this

Requiring heavy repairs.	Total Number.
.....	None.
.....	1
.....	None.
.....	None.
.....	1
.....	8
26	56
.....	None.
8	17
.....	4

running gear

ODEVE,
Secretary.

No. 92.

BROCKVILLE AND OTTAWA RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

No.	NAME.	Engines.		Driving Wheels.		Cylinders.		Flues.		Weight of Engine.		Water capacity of Tender.		Exact weight not known.		Weight of Tender with Wood and Water.		Exact weight not known.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT OR BUILDERS NAME.	When first put in use.	Miles run during the year 1860.	Total Miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Connections.	Number.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Weight of Engine.	Water capacity of Tender.	Exact weight	Weight of Tender with Wood and Water.	Exact weight	Total weight of Engine and Tender with Wood and Water.	Exact weight	Weight of Tender with Wood and Water.	Exact weight									
1	St. Lawrence.	Inside ..	4	5 6	in. 16	20	160	11	11	11	11	11	11	11	11	11	11	11	11	11	11	Ontario Foundry, Kingston.	1856	22,617	6 117	Good repair.
2	Ottawa.	do ..	4	5 6	in. 16	20	160	11	11	11	11	11	11	11	11	11	11	11	11	11	11	do	1858	12,566	73,304	Acquiring slight repairs.
3	Tay.	Outside ..	4	5 0	in. 14	23	96	11	11	11	11	11	11	11	11	11	11	11	11	11	11	Taunton Locomotive Works, Taunton, Massachusetts.	1859	19,400	59,000	do do do

(Signed)

A. BROOKS,
Engineer and Acting Superintendent.

BROCKVILLE AND OTTAWA RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1880.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight Repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 8 Wheels...	26,220	3	1	.....	4
Second Class Passenger Cars, 8 Wheels.	22,800	1	.....	.....	1
Baggage, Mail, and Express, 8 Wheels..	24,700	2	.....	.....	2
Box Freight and Cattle, 8 Wheels.....	17,770	5	.....	.....	5
Platform Cars, 8 Wheels.....	15,300	61	9	2	72
Hand Cars, .....	.....	9	1	.....	10

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—

Almonte, Perth, Smith's Falls and Brockville.

(Signed)

A. BROOKS,

Engineer and Acting Superintendent.

No. 93.

owned by this

Requiring heavy repairs.	Total Number.
.....	4
.....	1
.....	3
.....	5
2	72
.....	10

and Running

OKS,
Superintendent.

No. 94.

OTTAWA AND PRESCOTT RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

ENGINES.		Driving Wheels.		Cylind'rs		Flues.		Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT or BUILDERS NAME.		When first put in use	Miles run during the year 1859.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
NAME.	No.	Number.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	tons.	gals.	tons	gals.	tons	gals.	tons	gals.	Boston Loco. Works.....		May, 1854	55,614	18,067 136,509 Good. do 26,202 127,309 do do 133,477 Being rebuilt. Oct., 1854 Nov., 1857 25,888 81,774 Good.	
1 Oxford		4	4	11½	20	82	9½	17	12	1000	6	18	18	1500	12	30	do	.....	.....	.....	.....
2 St. Lawrence..		4	4½	14	22	111	10½	18	18	1500	12	30	18	1500	12	30	do	.....	.....	.....	.....
3 Ottawa		4	4½	14	22	111	10½	18	18	1500	12	30	18	1500	12	30	do	.....	.....	.....	.....
4 Colonel By....		4	5½	14	20	112	10½	18	18	1500	12	30	18	1500	12	30	do	.....	.....	.....	.....
5 Prescott		4	5½	14	20	92	10½	16	16	1400	10	26	18	1400	10	26	do	.....	.....	.....	.....

(Signed)

JOHN R. WHITE,
Secretary.

OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels ..	.....	....	....	....	....
First Class Passenger Cars, 8 Wheels....	16,000	2	2	2	6
Second Class Passenger Cars, 8 Wheels..	16,000	1	....	....	1
Emigrant Cars, 8 Wheels.....	16,000	....	....	1	1
Baggage, Mail and Express, 8 Wheels ..	14,000	2	....	....	2
Box, Freight and Cattle, 8 Wheels.....	12,000	25	22	....	47
Platform Cars, 8 Wheels.....	11,000	25	4	1	30
Gravel Cars, 8 Wheels.....	....	....	....	....	....
Gravel Cars, 4 Wheels.....	4,000	15	25	....	40
Hand Cars	500	6	....	....	6
Snow Ploughs—Large .....	....	....	....	....	....

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Station:—Prescott.

(Signed,)

JOHN R. WHITE,
Secretary O. and P. Railway.

No. 94.

No. 95.

MONTREAL AND CHAMPLAIN RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

No.	ENGINES.	Connections.		Driving Wheels.		Cylinders.		Place.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total Weight of Engine and Tender with Wood and Water.	WHERE BUILT ON BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
1	Laprairie	Inside ..	4	5	16	20	146 11	13	1800	1800	1800	1800	1800	1800	Taunton manufactory, Co.	1852	17,650	97,652	Ready for use.
2	Dorchester	do ..	4	5	16	20	146 11	13	1800	1800	1800	1800	1800	1800	do	1852	11,864	120,940	In use Freight train.
3	St. Lambert	do ..	4	5	14	20	128 11	13	1600	1600	1600	1600	1600	1600	do	1851	21,690	166,027	Passenger train.
4	St. Helen	do ..	4	5	14	20	128 11	13	1600	1600	1600	1600	1600	1600	do	1852	18,536	188,428	Ready for use.
5	New York	Outside ..	4	5	13 1/2	20	121 11 1/2	13	1600	1600	1600	1600	1600	1600	Philadelphia, M. W. Baldwin	1851	15,732	97,848	Ready for use.
6	Canada	do ..	4	5	13	26	98 11	13	2000	2000	2000	2000	2000	2000	do Mr. Norris.	1851	11,960	90,316	Ready for use.
7	Champlain	do ..	4	5	14	22	139 11 1/2	13	1800	1800	1800	1800	1800	1800	do	1847	.....	33,678	Out of use.
8	John Wilson	do ..	2	5	14	20	109 10 1/4	13	1600	1600	1600	1600	1600	1600	Dundee, Kinmond and Co.	1849	11,151	75,974	Rebuilding.
9	Hammingtonford	do ..	4	4	13	24	113 11	13	1600	1600	1600	1600	1600	1600	Manchester, Amoskeag Co.	1853	10,543	33,429	On Wood train.
10	Soubegan	do ..	4	4	10	16	81	8	800	800	800	800	800	800	Boston, Kinchley Co.	1853	1,534	5,030	Ready for use.
11	St. Lawrence	Inside ..	4	4	14	20	140 11	13	1600	1600	1600	1600	1600	1600	Manchester, Amoskeag Co.	1853	9,943	30,292	Ready for use.
12	St. Remi	Outside ..	4	4	13	24	113 11	13	1200	1200	1200	1200	1200	1200	do	1853	13,411	45,236	Ready for use.
13	Montreal	do ..	2	5	14	20	109 10 1/4	13	1200	1200	1200	1200	1200	1200	Dundee, Kinmond & Co.	1848	16,060	43,488	In use Passenger train.
14	Jas. Ferrier	do ..	2	5	14	20	109 10 1/4	13	1200	1200	1200	1200	1200	1200	do	1848	12,968	34,068	In use Passenger train.
15	Canguinawaga	Inside ..	4	5	14	20	140 11	13	1600	1600	1600	1600	1600	1600	Manchester, Amoskeag Co.	1853	13,141	40,027	In use Passenger train.
16	Montreal	do ..	4	4	11	16	94	8 1/2	1200	1200	1200	1200	1200	1200	M. W. Baldwin, Philadelphia.	1847	60	27,136	Sold.

(Signed)

JOHN DODSWORTH, Superintendent Motive Power.

MONTREAL AND CHAMPLAIN RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total number.
First Class Passenger Cars, with 12 wheels					
do do 8 do		7	3	1	11
Second Class Passenger Cars, 8 Wheels..		5	....	....	5
Emigrant Cars, 8 Wheels.....					
Baggage, Mail, and Express, 8 Wheels..		7	....	....	7
Box, Freight, and Cattle, 8 Wheels.					93
Platform Cars, 8 Wheels.....					73
Gravel Cars, 8 Wheels,.....					
do 4 do					30
Hand Cars.....					10
Snow Ploughs—Large.....					1

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations :

St. Lambert and Rouse's Point, Montreal and Caughnawaga.

JOHN DODSWORTH,

Supt. Motive Power M. & C. Railway.

No. 95.

AY.

ed by this Com

Requiring heavy repairs.	Total number.
1	11
5	5
7	7
93	93
73	73
80	80
10	10
1	1

d Running Gear

ga.

M. & C. Railway.

No. 96.

CARILTON AND GRENVILLE RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

ENGINES.	Connections.	Driving Wheels.	Cylinders.	Flues.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT or BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
NAME.		Number.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.						
1 Ottawa ..	Inside.	4	5 0	24	132	10 6	14 3	8	25	1854	3,500	.....	Undergoing repairs.
2 Grenville .	do .	4	4 9	16	84	9 0	14 0	6	15	1858	2,500	.....	In good order.

(Signed)

J. F. BARNARD.
Superintendent.

CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	Total Number.
First Class Passenger Cars, 12 Wheels...					2
First Class Passenger Cars, 8 Wheels....		2	....	....	2
Second Class Passenger Cars, 8 Wheels..			3	....	3
Emigrant Cars, 8 Wheels					
Baggage, Mail, and Express, 8 Wheels..			2	....	2
Box, Freight and Cattle, 8 Wheels.....					
Platform Cars, 8 Wheels			3	....	3
Gravel Cars, 8 Wheels					
Gravel Cars, 4 Wheels					
Hand Cars			1	....	1
Snow Ploughs—Large					

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip at the following Station :—Grenville.

J. F. BARNARD,

Superintendent

No. 96.

Y.

owned by this

Requiring heavy repairs.	Total Number.
.....	1
.....	3
.....	6
.....	8

s and Running

ARNARD,
Superintendent

No. 97.

ST. LAWRENCE AND INDUSTRY RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1860, and Miles run by the same up to that date.

ENGINES.	NAME.	Connections.		Driving Wheels.		Cylinders		Flues.			Weight of Engine.		Water capacity of Tender.		Weight of Tender with Wood and Water.		Total weight of Engine and Tender with Wood and Water.		WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1860.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
		Number.	ft. in.	Diameter.	ft. in.	Stroke.	Number.	Length.	ft. in.	Inside Diameter.	tn's.	gls.	tn's.	gls.	tn's.	lbs.	tn's.	lbs.					
1	Dorchester	Inside	1	4	0	10	15	64	6	10	11	9	350	350	2	10	10	Geo. Stephenson & Son	1849	4300	66,000	Requiring slight repairs.	
2	Jason C. Pierce.	Outside	2	3	10	20	94	7	6	11	12	500	500	3	15	15	William Norris	1850	8736	75,000			

No.

Certifié véritable au Village d'Industrie, Decembre 31, 1860.

CHAS. W PANNETON.

Secretary Treasurer.

C. J. GOULET,

Superintendent.

ST. LAWRENCE AND INDUSTRY RAILWAY.

ROLLING STOCK.

Number and condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1860.

DESCRIPTION OF STOCK.	Average weight in Pounds.	In good repair.	Requiring slight Repairs.	Requiring heavy Repairs.	Total Number.
First Class Passenger Cars, 12 Wheels...					
1 do do 4 do ..	4,500	1	.....	.....	1
3 Second Class Passenger Cars, 4 Wheels.	4,000	3	.....	.....	3
Emigrant Cars, 8 Wheels.....	.....	.....	.....	.....	.....
2 Baggage, Mail, and Express, 4 Wheels.	3,000	2	.....	.....	2
1 Box, Freight, and Cattle, 4 Wheels....	2,500	1	.....	.....	1
2 Platform Cars, 8 Wheels.....	11,000	2	.....	.....	2
Gravel Cars, 8 Wheels.....	.....	.....	.....	.....	.....
12 Gravel Cars, 4 Wheels.....	2,000	12	.....	.....	12
3 Hand Cars.....	250	3	.....	.....	3
Snow Ploughs Large.....					

The Cars in every train on this Railway have their Wheels and Running Gear examined every trip, at the following Stations:—At Lanoré and Industry.

C. J. GOULET, *Superintendent.*

No. 97.

No. 98.

STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY.

The three Locomotive Engines, and the Rolling Stock used on this Road, are Leased from the Montreal and Champlain Railway Company.

FRAS. PRUYNE.

J. G. VANSITTART, Esq.,
Secretary Railway Commissioners, Quebec.

owned by this

Requiring heavy Repairs.	Total Number.
.....	1
.....	3
.....	2
.....	1
.....	2
.....	12
.....	3

Running Gear Industry.

intendent.

No. 99.

PETERBORO' AND CHEMONG LAKE RAILWAY.

There are no Locomotive Engines or Rolling Stock owned by this Company, the Road having been used by the Peterboro' Railway Company.

(Signed) ASA A. BURNHAM,
President P. & C. L. R. Company.

J. G. VANSITTART, Esq.,
Secretary Railway Commissioners.
December 31, 1860.